CORRESPONDENCE & DATA on OWENS VALLEY

By

W. P. WHITSETT - Commissioner

Department of Public Service Commission.

WHT
CR2

ROBT. DOMINGUEZ
CITY CLERK

City Clerk

City of Los Angeles

Los Angeles, Cal.,

July 14, 1924.

No. 4493 (1924)

Mr. William P. Whitsett,
6619 Sherman Way,
Van Nuys, Calif.

Dear Sir:

At a meeting of the City Council held July 14, 1924, your appointment by the Mayor as a member of the Public Service Commission to fill the vacancy caused by the resignation of J. A. Burton was confirmed.

Kindly call at this office at your earliest convenience, and receive your certificate and take your oath of office.

Respectfully,

Robt Dominguez

City Clerk.

MET-B

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MST-B

Opening of the new town of Van Nuys, Feb. 22nd, 1911,
with auction sale of lots and barbecue.

Operation of the new town of Tema, Feb. 25th, 1973.
With question mark of Jobs and Future.

WHT
CR2

Straight Ahead for the Owens Valley

An Address by
W. P. WHITSETT
Before the Directors of
The Los Angeles Chamber of Commerce
November 6th, 1924

ISSUED BY
THE BANK OF VAN NUYS
VAN NUYS, CALIFORNIA.

THE most scenic part of America is that part of the High Sierras stretching from Little Lake to the vicinity of Walker River beyond Tioga Pass. This marvelous region is about two hundred miles long and, say, fifty miles wide, a strip two-thirds the size of Switzerland. In it are five small towns with a population of less than five thousand people.

In that same size territory in Switzerland, there are one hundred and eighty-nine towns with a population in the neighborhood of three million people. These towns make a specialty of entertaining tourists and enjoy their prosperity largely from this source.

In Switzerland, they have thirty lines of railroad, operated largely for tourist travel, covering altitudes over 11,000 feet, 2,000 post offices; over 2,000 telegraph offices, and about 4,000 miles of State railroad; 40 trunk lines of commercial highways, maintained in splendid condition.

In Switzerland, there are 115 mountain peaks over 11,000 feet high. In the proposed Roosevelt-Sequoia National Park there are 145 mountain peaks over 11,000 feet high, of which Mt. Whitney is 14,502 feet, the highest in continental United States. Switzerland has, however, two peaks over 15,000 feet of which Mt. Rosa is the highest with an altitude of 15,217 feet.

Swiss Alps	Proposed Roosevelt-Sequoia National Park
10 over 14,000 feet	10 over 14,000 feet
26 over 13,000 feet	48 over 13,000 feet
39 over 12,000 feet	52 over 12,000 feet
38 over 11,000 feet	35 over 11,000 feet

In our own High Sierra country are over 2,000 lakes, forests unsurpassed in beauty, mountain meadows and streams. And this, all in the very backyard of Los Angeles, almost undiscovered, with no better road than a desert trail, and an impossible railroad that switches you around through the freight yards of Mojave all night and then gets you out before breakfast to take a narrow gage road which lands you in the chaparral to scramble for a bus that you may get to a place from where you can look through a pair of field glasses into this remarkable region. This, mind you, undeveloped in the backyard of the greatest tourist city of the world.

Let us consider some of the mutual community advantages to be gained in the development of this wonderful park region.

In bringing about a permanent, happy relationship between the city of Los Angeles and the towns in the Owens Valley, we should consider the community interests of those towns. The present distress in the Owens Valley has been caused more by 5½-cent beef which was fed in the snow during the long winters, than by any act of the city of Los Angeles. However, the city of Los Angeles has purchased over 100,000 acres of land and in dry years we divert that water from use on those lands for use in this city, decreasing the customers of the town shops in proportion to the unoccupied cattle ranches. There still remain in private ranch holdings over 30,000 acres of splendid land, principally around Bishop, which the city of Los Angeles proposes to leave intact, and eminent engineers report that by friendly co-operation between the people of

Owens Valley and the city of Los Angeles, sufficient water can be stored and pumped during any critical dry period to sufficiently irrigate those 30,000 acres and at the same time fill the aqueduct.

Now if the beef, butter, milk, eggs, vegetables and fruits that can be produced on the remaining lands can be consumed by tourists locally at the retail city prices, the revenues derived by the towns' people in furnishing and caring for those tourists will far exceed the net revenues formerly received from the production of all the land.

Fifty thousand tourists will spend for supplies, and among the packers and guides, at least $10 per day. If they stay 10 days it amounts to $5,000,00; 30 days $15,000,000, and with a good road between here and there much of this money will find its way back into the trade channels of Los Angeles. If the Highway Commission will grade and smooth down after the rains this winter that stretch of road across the desert into Owens Valley, they will make it possible for the Los Angeles Chamber of Commerce, with its 12,000 members, the Automobile Club of Southern California, with its 110,000 members, the Board of Public Service, with its consumers and 4,000 employees to put 50,000 or more additional tourists into Owens Valley next year, and this number will increase year by year until the summer attractions of California's High Sierras will be known as far and wide as are her winter recreations.

Most of these tourists who go into Owens Valley will cross over the Tioga Grade and later go through the Piute Pass, visiting the northern parts of the State, and this will be a tremendous factor in settling up the Sacramento and San Joaquin Valleys. Likewise, the people from these great valleys and northern cities, after spending their vacations among the beauties of the Sierras, will visit Southern California, completing the circuit the other way home, for all autoists like to go one way and return another on vacation trips, and while they mingle together, those from the North and those from the South, in God's great out-door domain in the High Sierra Mountains, new friendships will be born and broadened until they will finally encompass the grandeur of California as a whole.

The erosion of ages filled the San Fernando Valley first with boulders and gravel. Afterwards this was silted over with decayed vegetation and leaf mould, forming a garden as level as a billiard table and as fertile as the Nile. It is a mountain valley 750 feet elevation at Van Nuys. The nights are cool and the season late. Its diversified soil products mature after the warmer sea level valleys, the Imperial, San Joaquin and Sacramento have shipped their perishable products from the State. Los Angeles is dependent upon these products at the time they come into fruition in July and August. Formerly these perishable garden products were supplied from Santa Ana, Orange and Whittier, where they were very successfully grown among the young orchard trees, but those trees are now too large to permit of inter cropping and the other garden lands around Florence, Compton, Cudahy, Redondo, Santa Monica and Hollywood have been cut into city lots which have no agricultural production.

With water, these garden lands in the San Fernando Valley have a potential production of more

than $50,000,000 of perishable garden products seasonably needed by Los Angeles. If these products are not produced in the San Fernando Valley they will have to be shipped in from great distances and will cost fully twice as much, or more than $100,000,000 annually, and that money will leave the trade channels of Los Angeles, having a direct effect on the prosperity and commerce of the city. Twenty-five thousand families can be set to work in this production in the San Fernando Valley and that number of families suitable for this work are, no doubt, within the city of Los Angeles needing such employment.

Last year the diversified agricultural products of the San Fernando Valley were around $15,000,000. That diversification is probably the greatest of any similar era in the United States, so I will only touch on one item—poultry. The industry was started at Van Nuys, in 1912; it has grown continuously every year since then and at one time they were shipping eggs as for East as New York City. These eggs topped the market, by superior quality and pack, five or six cents per dozen, and in the neighborhod of fifty cars per year were thus exported. On account of our abundant green feed and mild winter weather we can bring on our flush egg produition here when they are frozen up back East, giving us a marked advantage during the winter months. Last year, however, on account of our rapid growth in population and the diminishing production in other neighboring localities, the city of Los Angeles shipped in $4,000,000 worth of eggs and shipments so far this year would indicate the amount of eggs shipped in will run over $6,000,000 for 1924, inferior to our home products in quality.

One-third the water used to grow the green feed for this poultry and these garden products, in the San fernando Valley, seeps down in the subterranean gravel bed until there has been formed there an underground lake, containing 158,000 acre feet of water. This is sufficient to last the city of Los Angeles for domestic need throughout an entire year without any additional rain. Wells and pumps are now being installed so this water is not only available but the water table controllable. Therefore as a major economic measure that will benefit the whole State, let us all join in building a real highway from Mojave to Bishop. Let us all join in putting at least 50,000 additional tourists into the High Sierras tributary to the Owens Valley this coming season.

We believe the people of those Owens Valley towns will consider these things as acts of friendship that should also:

First—Fill our Aqueduct.

Second—Give Los Angeles a park of greater attraction than the Yellowstone or Yosemite because it is accessible for winter as well as summer sports and make of the Owens Valley towns prosperous and world famous resorts.

Third—Put 25.000 extra families to work in the gardens of the San Fernando Valley.

Fourth—Produce $50,000.000 of garden products.

Fifth—Save to the trade channels of Los Angeles $100,000,000 a year.

Sixth—Keep our underground gravel beds filled with water, which is the only storage without evaporation or stagnation. A pure, dependable water supply at the end of any critical ten-year dry cycle.

WHT
CR 2

Address by W. P. Whitsett
at meeting of Eastern Sierras Recreation Association
Saturday, April 6th
at Ed Seymour's June Lodge Dude Ranch, Big Pine, Cal.

FELLOW CITIZENS:

Since the days of Rome, "Citizen" has been a term of honor. Here tonight the words have a special and greater significance.

Fellow-citizens -- of the greatest Nation Almighty God has yet inspired Man to make -- fellow-citizens of America's biggest and best State, goal and ultimate hope of all mankind -- fellow-citizens morally already and soon legally of that State's greatest city -- a city whose growth knows but the one limit of her water supply -- I am indeed glad beyond words for this friendly opportunity to greet you all.

Fellow-citizens, my message to you tonight is but a short one. I seek and hope only to arouse your minds, to invite your thought to the enormous future that Fate now lays in our laps. Facts, not fancies; and our manifest destiny rather than mere theory must from now on, shape our future.

We have been privileged, each his own little part, to share in the creation of a new and advanced civilization here in the Southwest. We are developing a culture typically Californian along with material growth beyond precedent in all history. All of it since the World War we have seen; each in our degree has been giving something to it. Perhaps we have been too close to get full vision of its great-

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ness and world-wide importance. Now, tonight, and here, let us together give thought to what we, each of us, can ourselves do toward helping along that now so plainly manifest destiny of our beloved Southern California.

It is ours -- we have come together here in the Southwest, gathered from the length and breadth of the nation and wider, from all the world -- and it is such as we who have been privileged to make Southern California what it already is. Shall we stop short of what lies so plainly in sight ahead? Never, until the spirit of the pioneers that made us great has ceased to animate us, their descendants.

More than ever does the future of all Southern California lie in the hands of its makers. It is up to us. Let us consider it, not with the narrow and jaundiced viewpoint of selfish prejudice or personal advantage, but as men of breadth and vision. We must realize that the best policy for Southern California as a whole must necessarily be the best policy for every man, woman and child in it.

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if not yet technically, bound to us by every tie of common blood, business connection, geographically and topographically the keepers of our water-supply and the friendly hosts of our happiest pleasure-moments in Eastern Sierran recreation grounds -- how much longer and why must we postpone the legal sanctification of that marriage which morally has long since been consecrated between Los Angeles and her beloved mountains?

Here and tonight, calmly and dispassionately, with charity to all and prejudice to none, let us consider annexation of these, our mountain valleys, at the earliest possible moment, to the City of Los Angeles as being not only the best but indeed the only possible means to just and harmonious decision of those differences that have confused us all in the past. A legislature is in session; the necessary enabling act is before it. All that Senator Carter's bill undertakes, is to make it possible for you to join the City; it does not in the least bind you. After all now possible at the Legislature is done, you, and you alone, must make the decision. But, if the Carter Bill is not passed now, nothing can be done for two years, until 1931 legislature meets.

This question is bigger than the Owens' Valley. It is bigger than the Sierras. It is as big as all Southern California. The future and the welfare of the City of Los Angeles is not to be separated from the best interests of the entire South. Los Angeles cannot live her destiny without the Eastern Sierran sources of water-supply which she has. And, neither can the business of this region, town or country, hope to live henceforth without interested and active support of the City. Support, physically, financially, politically, sentimentally and every other constructive way.

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These things the past has determined. We could not change them if we would. Fortunately, we do not have to change them. The vast growth and ever greater and compelling influence and power and patronage of the City of Los Angeles gained through the years, are yours now for the asking. Collectively we can accomplish everything; alone and individually, you can accomplish nothing compared to your possibilities under intelligent co-operation. Now, we have only to combine our common interests along these so-plainly indicated lines of mutual advantage to grow great together.

The future of the Owens Valley and Eastern Sierras generally is great beyond our fondest dreams. I picture an American Switzerland, capitalizing attractions by nature far surpassing the offerings of Alpine Europe. I envision a fertile mountain valley, vocal with herds, musical with the hum of productive food supplying industry, its still virginal surroundings teeming with trout and swarming with artificially increased native and introduced alien game, attracting sport-seekers from all the world. I see the snows of winter fully capitalized in their attractiveness to round out all-year business to profit a large and happy population dedicating itself to the wholly honorable vocation of catering to human health through wholesome outdoor recreation. And much more besides; a community largely self-supporting but never self-sufficient.

My dear friends -- and fellow citizens -- all these things are possible, but there is only one way to attain them within our lives. That is by losing no more time before you make it legally possible for the City of Los Angeles to throw the tremendous power of its ever faster growth into the forcing of your future. Eventually -- why

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We hear much about damage to town businesses and a just feeling that some recompense is due those who have lost trade by departure of their country customers who had sold out ranches and left the Valley. But we have heard little about how a situation that never in past history had arisen, was to be met when the consent of over a million people had to render it possible. I am not here to question local feelings or even to analyze them; only to suggest the only remedy by which we can possibly join on a common ground. That is by your rendering it possible for the City of Los Angeles to deal with you as we wish, through appealing to us for annexation. My friends, it takes two-thirds of the people of Los Angeles to pass any bond issue such as necessary to purchase the remaining interests in Owens' Valley. Such a bond-issue will pass to purchase property that becomes a part of the City when its passage would be doubtful, probably impossible, without annexation.

That is but one of the more immediate arguments for annexation at once. It must be done now. Two years hence, the City will face the enormous bond-issues necessary for the Colorado Aqueduct. Do you not agree with me that all Owens' Valley matters requiring bonding must be cleaned up before that time? We cannot afford to delay a day. The present Legislature under proper representations from Owens Valley favoring it, will probably pass the Carter Bill. If you do not want it, we certainly cannot urge it. There would be no use. But without it, should you awaken to this opportunity in another month, it would be too late. Developments of the early future are certain to compel this conclusion; can we not decide the future of Owens Valley

this month, and be in time. Let us begin now.

The activities in our minds in behalf of the Eastern Sierras are legally impossible so long as this section remains without the corporate limits of Los Angeles. Once included, we can lawfully do those things which if done now might become a personal liability upon us, your friends, who hope to help you. Advertising, development, patronage, all of those activities you have lacked the necessary money and weight to force, now are yours for the asking. But it is you that must ask and act. We have done our part. It is now up to you.

You now have the choice between trusting your future and prejudicing your manifest destiny by intrusting it to some small group of individuals who at best can command only the tiny political weight of your present sparse population -- or enlisting at the one effort, the high spirit, the unlimited and ever growing power and influence of what is destined to be the greatest city in the western hemisphere, and very possibly within the life of some who hear these words tonight.

Would you not feel that you were bequeathing your children a man's birthright by thus tying in their future with the enormous and certain future of the City of Los Angeles, by thus making of yourselves an actual and integral part of her vast community spirit, and a sharer in her "forward March-ing" spirit?

Does anyone before me tonight doubt that this future would be as sure as that of the present City itself? Are any so blind that these so self-evident truths cannot make their irrefutable logic plain?

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a necessary preliminary -- that all the details of annexation can be and must be arranged mutually satisfactorily because the consent of a majority of both parties must be attained. Nothing is risked now; and the hearty co-operation of the Owens Valley towns at once, will go farther right now to allay any feelings of doubt here than anything else. It would make possible the approval of the public to measures that would be unwise to suggest without the disposition to annexation. There is no time to lose about this, but there is time later to adjust all of the details.

Once you make it possible for the City of Los Angeles to buy all the remaining property in Owens Valley, those of you who believe as I do in the future of that section, can arrange, no doubt, with the City to lease back your present businesses at a fair rental. Remember now and always that the City of Los Angeles will then be yourselves; you will be an integral part of it, with your voice in it, and arrangements can be worked out whereby your local determination of local problems will be in your hands as it is now.

You have everything to gain and you have nothing to lose if you act now. Six months later will be too late. Think it over; talk it over; and act -- act at once -- today is the big day for Owens Valley.

Now folks: these are the views, not of a stranger or a new-comer, but of one who has been coming here over 20 years -- one who has seen and experienced all our Eastern Sierras have to offer the health and recreation seeker -- one who has benefitted by all these enjoyable contacts and is anxious to help you pass along all these good things to our children and their children and the countless thousands who are yet to become Californians.

Certainly we must be able to get together on that basis.

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Now is the time to throw aside unwarranted sup- for Southern California as a whole must necessarily be the of breadth and vision. We must realize that the best policy point of selfish prejudice or personal advantage, but as men Let us consider it, not with the narrow and jaundiced view- California like in the hands of its makers. It is up to us.

More than ever does the future of all Southern antes.

that made us great has ceased to animate us, their descend- in sight ahead? Never, until the spirit of the pioneers it already is. Shall we stop short of what like so plainly we who have been privileged to make Southern California what nation and wider, from all the world -- and it is such as Southwest, gathered from the length and breadth of the

It is ours -- we have come together here in the destiny of our beloved Southern California.

selves do toward helping along that now so plainly manifest us together give thought to what we, each of us, can our- mass and world-wide importance. Now, tonight, and here, let

if not yet technically, bound to us by every tie of common blood, business connection, geographically and topographically the keepers of our water-supply and the friendly hosts of our happiest pleasure-moments in Eastern Sierran recreation grounds -- how much longer and why must we postpone the legal sanctification of that marriage which morally has long since been consecrated between Los Angeles and her beloved mountains?

Here and tonight, calmly and dispassionately, with charity to all and prejudice to none, let us consider annexation of these, our mountain valleys, at the earliest possible moment, to the City of Los Angeles as being not only the best but indeed the only possible means to just and harmonious decision of those differences that have confused us all in the past. A legislature is in session; the necessary enabling act is before it. All that Senator Carter's bill undertakes, is to make it possible for you to join the City; it does not in the least bind you. After all now possible at the Legislature is done, you, and you alone, must make the decision. But, if the Carter Bill is not passed now, nothing can be done for two years, until 1931 legislature meets.

This question is bigger than the Owens' Valley. It is bigger than the Sierras. It is as big as all Southern California. The future and the welfare of the City of Los Angeles is not to be separated from the best interests of the entire South. Los Angeles cannot live her destiny without the Eastern Sierran sources of water-supply which she has. And, neither can the business of this region, town or country, hope to live henceforth without interested and active support of the City. Support, physically, financially, politically, sentimentally and every other constructive way.

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These things the past has determined. We could not change them if we would. Fortunately, we do not have to change them. The vast growth and ever greater and compelling influence and power and patronage of the City of Los Angeles gained through the years, are yours now for the asking. Collectively we can accomplish everything; alone and individually, you can accomplish nothing compared to your possibilities under intelligent co-operation. Now, we have only to combine our common interests along these so-plainly indicated lines of mutual advantage to grow great together.

The future of the Owens Valley and Eastern Sierras generally is great beyond our fondest dreams. I picture an American Switzerland, capitalizing attractions by nature far surpassing the offerings of Alpine Europe. I envision a fertile mountain valley, vocal with herds, musical with the hum of productive food supplying industry, its still virginal surroundings teeming with trout and swarming with artificially increased native and introduced alien game, attracting sport-seekers from all the world. I see the snows of winter fully capitalized in their attractiveness to round out all-year business to profit a large and happy population dedicating itself to the wholly honorable vocation of catering to human health through wholesome outdoor recreation. And much more besides; a community largely self-supporting but never self-sufficient.

My dear friends -- and fellow citizens -- all these things are possible, but there is only one way to attain them within our lives. That is by losing no more time before you make it legally possible for the City of Los Angeles to throw the tremendous power of its ever faster growth into the forcing of your future. Eventually -- why

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We hear much about damage to town businesses and a just feeling that some recompense is due those who have lost trade by departure of their country customers who had sold out ranches and left the Valley. But we have heard little about how a situation that never in past history had arisen, was to be met when the consent of over a million people had to render it possible. I am not here to question local feelings or even to analyze them; only to suggest the only remedy by which we can possibly join on a common ground. That is by your rendering it possible for the City of Los Angeles to deal with you as we wish, through appealing to us for annexation. My friends, it takes two-thirds of the people of Los Angeles to pass any bond issue such as necessary to purchase the remaining interests in Owens' Valley. Such a bond-issue will pass to purchase property that becomes a part of the City when its passage would be doubtful, probably impossible, without annexation.

That is but one of the more immediate arguments for annexation at once. It must be done now. Two years hence, the City will face the enormous bond-issues necessary for the Colorado Aqueduct. Do you not agree with me that all Owens' Valley matters requiring bonding must be cleaned up before that time? We cannot afford to delay a day. The present Legislature under proper representations from Owens Valley favoring it, will probably pass the Carter Bill. If you do not want it, we certainly cannot urge it. There would be no use. But without it, should you awaken to this opportunity in another month, it would be too late. Developments of the early future are certain to compel this conclusion; can we not decide the future of Owens Valley

this month, and be in time. Let us begin now.

The activities in our minds in behalf of the Eastern Sierras are legally impossible so long as this section remains without the corporate limits of Los Angeles. Once included, we can lawfully do those things which if done now might become a personal liability upon us, your friends, who hope to help you. Advertising, development, patronage, all of those activities you have lacked the necessary money and weight to force, now are yours for the asking. But it is you that must ask and act. We have done our part. It is now up to you.

You now have the choice between trusting your future and prejudicing your manifest destiny by intrusting it to some small group of individuals who at best can command only the tiny political weight of your present sparse population -- or enlisting at the one effort, the high spirit, the unlimited and ever growing power and influence of what is destined to be the greatest city in the western hemisphere, and very possibly within the life of some who hear these words tonight.

Would you not feel that you were bequeathing your children a man's birthright by thus tying in their future with the enormous and certain future of the City of Los Angeles, by thus making of yourselves an actual and integral part of her vast community spirit, and a sharer in her "forward March-ing" spirit?

Does anyone before me tonight doubt that this future would be as sure as that of the present City itself? Are any so blind that these so self-evident truths cannot make their irrefutable logic plain?

Remember -- the passage of the Carter bill is only

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Remember -- the passage of the Carter bill is only

a necessary preliminary -- that all the details of annexation can be and must be arranged mutually satisfactorily because the consent of a majority of both parties must be attained. Nothing is risked now; and the hearty co-operation of the Owens Valley towns at once, will go farther right now to allay any feelings of doubt here than anything else. It would make possible the approval of the public to measures that would be unwise to suggest without the disposition to annexation. There is no time to lose about this, but there is time later to adjust all of the details.

Once you make it possible for the City of Los Angeles to buy all the remaining property in Owens Valley, those of you who believe as I do in the future of that section, can arrange, no doubt, with the City to lease back your present businesses at a fair rental. Remember now and always that the City of Los Angeles will then be yourselves; you will be an integral part of it, with your voice in it, and arrangements can be worked out whereby your local determination of local problems will be in your hands as it is now.

You have everything to gain and you have nothing to lose if you act now. Six months later will be too late. Think it over; talk it over; and act -- act at once -- today is the big day for Owens Valley.

Now folks: these are the views, not of a stranger or a new-comer, but of one who has been coming here over 20 years -- one who has seen and experienced all our Eastern Sierras have to offer the health and recreation seeker -- one who has benefitted by all these enjoyable contacts and is anxious to help you pass along all these good things to our children and their children and the countless thousands who are yet to become Californians.

Certainly we must be able to get together on that basis.

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Suggestions for a

F U T U R E P O L I C Y

By the City of Los Angeles in Owens Valley submitted by Commissioner W. P. Whitsett to the Board of Water & Power Commissioners, City of Los Angeles, October 2, 1928

A tremendous responsibility rests with the Department of Water and Power in the solution of Los Angeles water and power problems in Owens Valley. Certain decisions that we will make during the next few months will be a great determining factor in the city's immediate growth and prosperity.

Water is the key, with which we can unlock new flood-gates of incoming industry and population.

I would like other members of this board to visit the mountain streams tumbling down into Owens Valley, as I have done, and view the lakes where water has been equated by the Southern Sierras Power Company. I want you to see the other lakes and the possibilities they offer, if this department were free to bring about the full equation of water flow and power development in that section.

It is not my intention to present a fully worked out plan of procedure that could be applied as a thumb-nail rule to the entire Owens Valley situation, but rather to offer certain fundamental suggestions as to the general policy of the department, with the hope that, out of the deliberation and discussion of these proposals, a permanent and thoroughly practicable policy may evolve:

I believe you will feel as I do, that:

First: We acquire the balance of water-bearing land in Owens Valley, of use to the City of Los Angeles, on the same basis of price as heretofore paid.

(a) Because of our immense holdings in Owens Valley it is vitally necessary for us to have a free hand, unhampered by interests that might harass us at every turn of the way. Only by purchasing these small holdings can we accomplish this, and satisfy those who still desire to sell.

(b) At present we have enough water to fill our aqueduct, but the margin of safety is all too small, since the property values of our entire city are dependent upon the deliverance of this water. We should have a reserve of at least 25%.

Second: That we procure an option from the Southern Sierras and associated companies on all of their water, and on the Bishop Creek and Owens River gorge properties, and on any other power developed or to be developed on streams flowing into Owens Valley, with the understanding that we are to have complete control of all water flow.

Dear Mr. Hazelwood: We enclose herewith a check in the amount of $1,000.00, payable to the order of the City of Los Angeles in Owens Valley bonds, in accordance with your request of even date.

Very truly yours,

P. W. Mulholland
Chief Engineer and General Manager

BY the City of Los Angeles in Owens Valley

all power locations on streams flowing into Owens Valley, and all Owens Valley distributing systems, so that the City may be in undisputed control of Owens Valley power, light and water.

(a) As long as the Associated Companies are operating in the Owens Valley their interests will be adverse to the interests of our department. This may be an opportune time to buy them out that we may have complete control of the water equation in Owens Valley.

(b) With the return of more bountiful precipitation and the installation of the Colorado River acqueduct as a "stand-by" or emergency supply, it will be possible to utilize much more water from the Owens Valley than at present, using the maximum run-off in those flush periods and depending upon pumping from the Colorado in the dry cycles.

(c) Bringing of additional water into Owens Valley will enhance the value of Owens Valley Land, owned by the City of Los Angeles. This increase in value would be inevitable if more water were available for agriculture.

(d) If we do not secure these remaining water rights in Mono and Inyo Counties, they are apt to be secured by others. If other interests acquire them we will again be in jeopardy of encroachment and in much the same situation as before making our Owens Valley land purchases.

(e) We may even find it practicable and highly desirable to enlarge the present capacity of the Los Angeles acqueduct, or even duplicate it, to bring additional water, available during the flush run-off periods to Los Angeles, on account of its superior qualities and because of the power it will generate.

Third: That we contract for a page advertisement in one paper in each of the four Owens Valley towns, copy for which will be furnished by our department.

(a) Newspapers are a considerable factor in building good will and moulding public opinion. These advertisements would give us an opportunity to carry the message of the department and what it is endeavoring to do for the development of Owens Valley.

Fourth: That we immediately purchase a suitable cabin airplane to make necessary trips into Owens Valley.

(a) By extending invitations to officials of the Chamber of Commerce, newspaper men and influential citizens to accompany our representatives to Owens Valley by airplane we could convey a general idea of what the department is undertaking, so that when important bond issues are before the voters they would have a better understanding of same.

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Fifth: That we give serious thought to the suggestion of certain Inyo and Mono County residents that a majority of the voters of those counties might favor annexation to the City of Los Angeles in order to avail themselves of our Water, power and light rates, our voting strength, in securing roads and other improvements, representation in our City Council and many other advantages that would accrue from such a political alliance.

(a) A plan might be worked out through the borough or some other system, whereby these counties could maintain their present low tax rates and political independence and still form an alliance with the City of Los Angeles.

(b) By these additional purchases and the development program that would logically follow in Owens Valley, we would have a complete answer to the claims for reparation. With this additional water in reserve we could approach the Colorado River problem with more deliberation. It may be of tremendous advantage to be in a position where we will not have to be hurried by acute water needs into alliances detrimental to the best interests of the city. These two considerations alone may amount to more than the amount of money now involved in these purchases.

(c) Los Angeles in a political alliance with the people of Owens Valley co-operating together could make of Inyo and Mono Counties the greatest recreational park in the world, the accomplishment of which would create more real value, both here and there, than is now invested in the Power and Water departments of the city, combined.

(d) In my opinion, property is at its low ebb in Owens Valley. There can be little doubt that the future will bring a great military highway from the ammunition storage plant in Nevada, through Owens Valley to the harbor at San Pedro. The railroad will be broad-guaged, there will be a highway from Canada through the Valley to Mexico. Transcontinental and international travel of the future, both by auto, airplane and rail, will pour through Owens Valley.

In conclusion, an old adage comes to mind, that EXPECTATION IS GREATER THAN REALIZATION. Southern California will awaken to the truth of this old saying, when hundreds of thousands of new residents flock to the Southland in expectation of the prosperity that will follow the completion of the Boulder Canyon Dam and the Colorado River acqueduct.

The influx of population will be greater during the years preceding the completion of the project than in the years following, in my opinion. The great problem that faces us is: CARING FOR THE WATER AND POWER NEEDS OF THE HUNDREDS OF THOUSANDS THAT WILL COME TO CALIFORNIA IN EXPECTATION OF THE PROSPERITY ERA THAT WILL FOLLOW THE OPENING OF THE COLORADO RIVER ACQUEDUCT.

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WHT
CR2

THEN AND NOW

by

W. P. Whitsett

Mr. Chairman, Mayor Bowron, Distinguished Guests and Friends:

I consider it a privilege to be among those who are assembled today to dedicate this monument to the memory of William Mulholland, - the pioneer and engineer, - whose high vision and practical work made possible the transformation of Los Angeles from the small city it was when he came here into the great metropolis of 1½ million we proudly claim today.

Standing on the very spot where he once lived and dreamed and worked--burning the midnight oil to gain the knowledge which would bring his dreams into reality--two pictures are in my mind. One is a memory of the Los Angeles I found on coming here just after the turn of the century; the other is of the actual city we see around us now. Let me call these pictures "THEN" and "NOW", and sketch them briefly for you.

THEN, the city of Los Angeles lay over yon hills, centering about the old Plaza--straggling a few miles west along Wilshire Boulevard, and a few miles south towards San Pedro, but never daring to spread far from the Los Angeles River from which most of its limited water supply was pumped.

THEN, the San Fernando Valley spread out as a typical California desert valley--with fields of barley and a few large ranches. And on the floor of that potential garden-spot lay the parched bones of vast herds of cattle that had perished there in dry years.

The sand storms which THEN swept the almost treeless valley precluded any idea of using it for residential purposes.

THEN, a few daring and energetic men who sensed the latent possibilities of these environs, had laid out subdivisions, hoping the friendly climate would lure many of the increasing number of winter visitors to make their homes here.

THEN, Los Angeles was known as a winter resort but no one thought of inviting visitors from the East to share the hot, dry summers.

William Mulholland gazed on the picture as it was THEN. His discerning mind saw all the possibilities dormant in this sun-kist land. And he saw the limitations set upon every avenue of development by the lack of available water. A man of action, - daring to try the untried, - he coralled the waters of the High Sierras as they flowed into Owens Valley, drove them through mountains and over deserts, and harnessed them in reservoirs and pipe-lines to serve this thirsty area.

NOW, The City of Los Angeles spreads out over 450 square miles, South to the harbor at San Pedro and West to the farthest end of the San Fernando Valley. NOW that erstwhile desert Valley is not only a community of productive garden acres, but the mecca of thousands of home-builders, whose estates, both large and small, exemplify the best features of ideal suburban life.

NOW, Hollywood and other subdivisions which were struggling for existence thirty years ago, have overflowed into the surrounding acres welding themselves into a solid community from the mountains to the ocean.

NOW, the verdant lawns, shade-giving trees, and the green farmlands have converted the city and its environs into an ideal year-round resort with the result that the All-Year Club reported over a million visitors in 1939.

NOW, business and industry have grown to meet the demands of our unprecedented population increase. William Mulholland lived to see this picture. Still extending his vision, and realizing the necessity of providing water far beyond present needs, he conceived and started the Colorado River Aqueduct, now nearly completed, which will supply the needs of ten million people.

The realization that the contrast between those pictures--THEN and NOW--was made possible by the daring leadership of one man in the fulfillment of his community's greatest need is a challenge to each one of us in this hour of the world's need for constructive effort.

The laws of Nature are so constituted that her plans are only revealed to those who, forgetting self, go wooing in the treasureland of Knowledge, to find the answer to unsolved problems. And with that knowledge gained, there must be determination, such determination as takes possession of a man to the subordination of all other desires, and carries him through, to the goal of Achievement. As such inspired men mount ever higher on the Pinnacle of Achievement, their ideals extend still further--until they mingle in the misty heights with unseen forces.

So William Mulholland became a co-creator with his God--an engineer of Destiny.

NHT
CR2

"THEN AND NOW"

The census taker has just made his rounds and found almost 1,500,000 persons living in the City of Los Angeles. An old associate of mine, who had seen our city grow from a small dusty Mexican village to the dynamic and vital community we see about us today, used to say "I don't know where they come from or what they are all doing here." As remarkable as has been our growth, still more remarkable has been the fact that such expansion and change could have taken place in so short a time. Figuratively speaking, on one day we saw before us a quiet pastoral desert country by the great blue Pacific and a few days later a powerful energetic thriving community of homes and factories engaged in a commerce far-flung throughout the world. A truly magical transformation took place before our eyes. All of it within the span of one man's active years. Bill Mulholland, whose memory and accomplishments we are here gathered to revere and commemorate, in this fitting way, dedicated his life to the transformation. He had the vision as he labored with pick and shovel in the ditches which served the village with its meager water supply not only to see what the future held in store but also to see what must be done so that that future might be realized. With his keen and penetrating powers of observation he studied the fertile sun-drenched hills and valleys he loved so well and knew that without an assured and dependable water supply the infant community of Southern California was doomed to perish or struggle along feebly and uncertainly from year to year.

NHT
CR6

"THEN AND NOW"

The census taker has just made his rounds and found almost 1,500,000 persons living in the City of Los Angeles. An old associate of mine, who had seen our city grow from a small dusty Mexican village to the dynamic and vital community we see about us today, used to say "I don't know where they come from or what they are all doing here." As remarkable as has been our growth, still more remarkable has been the fact that such expansion and change could have taken place in so short a time. Figuratively speaking, on one day we saw before us a quiet pastoral desert country by the great blue Pacific and a few days later a powerful energetic thriving community of homes and factories engaged in a commerce far-flung throughout the world. A truly magical transformation took place before our eyes. All of it within the span of one man's active years. Bill Muhholland, whose memory and accomplishments we are here gathered to revere and commemorate, in this fitting way, dedicated his life to the transformation. He had the vision as he labored with pick and shovel in the ditches which served the village with its meager water supply not only to see what the future held in store but also to see what must be done so that that future might be realized. With his keen and penetrating powers of observation he studied the fertile sun-drenched hills and valleys he loved so well and knew that without an assured and dependable water supply the infant community of Southern California was doomed to perish or struggle along feebly and uncertainly from year to year.

Without the security of water he knew the desert must win sooner or later. Time and again he saw the havoc and suffering that followed when the rains did not come. He saw the skeletons of sheep, the cattle, and the horses which measured the wealth of those days, where they had perished by the thousands when the springs and the grasses failed. I personally saw much of Bill and his work in those days. When I first drove my horse along the winding dusty road that led from the fields and scattered residences of Hollywood over the Cahuenga Pass into the great San Fernando Valley, I paused at the crest of the hill to survey the sight before my eyes. As far as sight could travel there spread below me to the encircling hills a rippling yellow sea of grain awaiting the harvesters. Here and there nestled a weatherbeaten ranch-house among a few tall trees like little oases on the desert. That was before the building of the Owens Valley aqueduct. Never has a work of man better portrayed the character of its builder than that great project does Bill Mulholland. Its daring and vision, its simple rugged construction, the economy and efficiency with which it was built, and probably greatest of all the sterling qualities of heart and mind which inspired a little community to place its wealth and trust in the hands of a immigrant Irish boy who would not fail them.

If today you follow the footstep of my horse that summer day almost 40 years ago you see a sight typical of the sweeping transformation that Bill Mulholland and the aqueduct he envisioned made possible in Southern California. The winding dusty road is gone. In its place an ultra-modern

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streamlined speedway carries comfortably and swiftly going and coming a constant stream of high-speed traffic. The fields of yellow grain are gone. In their place, as we survey the great Valley from the highway, looped like a carelessly tossed lariat along the crest of the hills to the South, that fittingly bear the name of the man we are here today to honor, we gaze upon one vast garden. Wide concrete streets and roads cross in all directions linking town to town. Colorful garden homes deep in flowers and productive trees and vines make a living Persian rug. But most of all we know that in that pleasant scene live hundreds of thousands of happy people enjoying the best that nature can produce. That is the drama of Southern California. A great city with humming factories engaged in ceaseless commerce at home and abroad and a great and growing population living in the heart of nature! And no man more than far-seeing Bill Mulholland with his constructive genius can be truly said to have been the master dramatist. Before he laid down his tools Bill had started well on its way a new and larger drama of water. The Colorado River Aqueduct which he conceived and started will reenact to his further glory and our indebtedness to him a new epoch in Southern California greater and more abundant in human values than even his penetrating vision encompassed.
We are now on the threshold of the "City of Tomorrow." This beautiful monument will enshrine the worth of the man who made it possible.

W. P. Whitsett

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W. P. Whitsett

ROBT. DOMINGUEZ
CITY CLERK

City Clerk

City of Los Angeles

Los Angeles, Cal.,

July 14, 1924.

No. 4493 (1924)

Mr. William P. Whitsett,
6619 Sherman Way,
Van Nuys, Calif.

Dear Sir:

At a meeting of the City Council held July 14, 1924, your appointment by the Mayor as a member of the Public Service Commission to fill the vacancy caused by the resignation of J. A. Burton was confirmed.

Kindly call at this office at your earliest convenience, and receive your certificate and take your oath of office.

Respectfully,

Robt. Dominguez

City Clerk.

MET-B

ROBT. DOMINGUEZ
CITY CLERK

City Clerk

City of Los Angeles

Los Angeles, Cal.

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Robt. Dominguez

City Clerk.

MPT-B

Board of Public Service

STANDING COMMITTEES

COMMITTEE ON RULES & REGULATIONS:

Messrs. Dykstra,
Whitsett,
Baker.

COMMITTEE ON REPORTS & PUBLICATIONS:

Messrs. Haynes,
Dykstra,
Baker.

COMMITTEE ON EXTENSIONS:

Messrs. Baker,
Haynes,
Whitsett.

COMMITTEE ON SUPPLIES:

Messrs. Whitsett,
Dykstra,
Haynes.

COMMITTEE ON FINANCE:

Messrs. Baker,
Whitsett,
Haynes.

COMMITTEE ON EMPLOYMENT:

Messrs. Dykstra,
Haynes,
Whitsett.

COMMITEEE ON LANDS:

Messrs. Haynes,
Baker,
Dykstra.

COMMITTEE ON REBATES:

Messrs. Whitsett,
Dykstra,
Baker.

Board of Public Service

STANDING COMMITTEES

COMMITTEE ON RULES & REGULATIONS:

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COMMITTEE ON LANDS:

Messrs. Haynes,
Baker,
Dykstra.

COMMITTEE ON REBATES:

Messrs. Whitsett,
Dykstra,
Baker.

My Dear Whitsell,

I was greatly pleased to see your appointment to a City Board. The City is to be congratulated and you commended for the sacrifice you are making. Hope you enjoy the work.

Very sincerely
Chas. H. Dall

HENRY W. WRIGHT
SUPERVISOR, FIFTH DISTRICT

COUNTY OF LOS ANGELES

BOARD OF SUPERVISORS

HALL OF RECORDS

LOS ANGELES, CALIFORNIA

July 11, 1924

Mr. W. P. Whitsett,
Van Nuys, Cal.

My dear Mr. Whitsett:

I have learned with a great deal of pleasure of your appointment by the Mayor to be a member of the City Civil Service Board, and I congratulate you and also the people of the City on this splendid appointment.

I am sure you will add much of value to the work of that Board, and serve the citizens in a splendid way.

Very truly yours,

Henry W. Wright

Supervisor, Fifth District,
County of Los Angeles

KELLOW & BROWN LITHO. L.A.

DIRECTORS:
JONATHAN S. DODGE, PRESIDENT
GILBERT E. GARDNER, VICE PRES.
H. STANLEY BENEDICT, SECRETARY
WALTER T. MOORE, MANAGER
FRED J. BUTLER
F. M. DOUGLASS
DR. HARLAN SHOEMAKER

SAVE AND SUCCEED

CALIFORNIA BUILDING-LOAN ASSOCIATION

1021-1023
PACIFIC FINANCE BUILDING

LOS ANGELES, CAL.

July 14th, 1924.

Hon. W. P. Whitsett,

Van Nuys, California.

My dear friend Whitsett:

I was quite pleased to learn from the papers that you are willing to accept a position on one of the City boards. My impression is that the City has too many boards, but the next best thing, of course, is to get good men who have the time to serve.

In another sense, your acceptance of the position is somewhat of a concession to the San Fernando Valley, and I am quite hopeful that you may not only be of service to the entire city, but to your section of the city, as well.

Extending my best wishes for your success, I am,

Very sincerely,

Jonathan S. Dodge

JSD/W.

HERBERT L. CORNISH CO.
REAL ESTATE INSURANCE
1010 VAN NUYS BLDG. MET. 5410
LOS ANGELES ~ CALIFORNIA

Los Angeles, California,
July 14, 1924.

Mr. W. P. Whitsett,
Van Nuys, California.

My dear Mr. Whitsett:

I do not know whether to congratulate you or to sympathize with you on your new undertaking; but either way it should be taken, I do know that the Public Service department have chosen a mighty good and capable man to help pull them out of their troubles. You have my best wishes. You have always put over the big things you have undertaken. I have every confidence that your influence will be an effective ballast. Again expressing my good wishes, I am

Sincerely

W. M. Link

LN-MML

DEPARTMENT OF PUBLIC SERVICE
OF THE
CITY OF LOS ANGELES

207 SOUTH BROADWAY
TELEPHONE METPOLTN 4200

IN REPLY REFER TO
DISTRICT OFFICE
VAN NUYS CALIFORNIA

7-16-24

W. P. Whitsett,
Van Nuys, Calif.

Dear Sir:

I was notified yesterday that your appointment on the Board had been confirmed.

A number of the Heads of the Department and employees of both the Water Department and the Bureau of Power & Light located in the San Fernando Valley wish to join me in congratulating you.

It is fortunate indeed, notonly for the interests of the people living in this District but for the employees who are working for their interests in this District, that we now have in you a representative on the Board who will be in close contact and sympathy with our needs.

Speaking for myself I will hold myself in readiness to supply you with any and all information that might be of service to you from time to time.

Sincerely yours,

DEPARTMENT OF PUBLIC SERVICE
Van Nuys District Office

By W. B. Deure
District Manager.

WBD:B

LOS ANGELES NATURES WORKSHOP

Los Angeles Chamber of Commerce

LARGEST CITY IN THE WESTERN AMERICAS

LOS ANGELES HARBOR
THE OPEN GATEWAY TO THE ORIENT

128-132 SOUTH BROADWAY
Los Angeles, California

DIRECTORS:

WILLIAM LACY	PRESIDENT
R. W. PRIDHAM	1ST VICE PRESIDENT
D. F. McGARRY	2ND VICE PRESIDENT
W. T. BISHOP	TREASURER
J. M. SCHNEIDER	JOHN W. KEMP
C. S. WHITCOMB	A. J. HILL
A. F. OSTERLOH	GEO. L. EASTMAN
FRED L. BAKER	IRVING H. HELLMAN
LUCIUS K. CHASE	JOHN P. BURKE
SYLVESTER L. WEAVER	ARTHUR S. BENT
SHANNON CRANDALL	PAUL G. HOFFMAN
WALTER K. TULLER	R. L. McCOURT

FRANK WIGGINS
SECRETARY AND SUPERINTENDENT OF EXHIBIT

A. G. ARNOLL
ASSISTANT SECRETARY

PHONE - TRINITY 3431

July 22--1924.

Mr. W.P. Whitsett,
Van Nuys,
California,

Dear Whittsett;

Want to extend our congratulations to you on your recent appointment on the Board of Public Service and am sure with such men as you on the Board the community will be well served.

With many kind regards.

Yours very truly,
LOS ANGELES CHAMBER OF COMMERCE.

Frank Wiggins
SECRETARY.

FW*W

DR. W. H. GUNDRUM, PRES.
OWENSMOUTH, CALIF.

W. E. HODGES, 1ST VICE PRES.
MISSION ACRES, CALIF.

JUDGE H. H. BREIDT, 2D VICE PRES.
TUJUNGA, CALIF.

N. A. GRAY, 3D VICE PRES.
CHATSWORTH, CALIF.

Associated Chambers of Commerce of San Fernando Valley

Represening 225,000 acres of the most productive land in Southern California--- Products exceeding twenty million dollars last year; with a population of 80,000 thrifty, progressive people; 15 helpful Chambers of Commerce.

OFFICE OF
O. J. RENFREW, SEC.-TREAS.

Lankershim, Calif.,

August 5,1924.

Chambers of Commerce in Following Communities:

Burbank
Chatsworth
Girard
Glendale
Lankershim
Mission Acres
Montrose
Owensmouth
Pacoima
Reseda
San Fernando
Tujunga
Van Nuys
Verdugo City
Zelzah

Mr. W. P. Whitsett,
Van Nuys,
California.

Dear Mr. Whitsett:

Herewith is copy of a letter which it is my pleasure to transmit to his honor, Mayor George E. Cryer re your appointment upon the Public Service Commission.

It is a very great pleasure for the Associated Chamber of Commerce to thus attest this appointment. We take this opportunity to express to you our heartiest support, co-operation and assurance of good will.

With kindest personal regards and wishing you a successful participation in these important public affairs. We are

Yours cordially,

ASSOCIATED CHAMBERS OF COMMERCE
OF SAN FERNANDO VALLEY,

By - O. J. Renfrew.

O. J. Renfrew, Secretary.

OJR:BGF

August 5,1924.

Hon. George E. Cryer, Mayor
City of Los Angeles,
City Hall, Los Angeles,
California.

Dear Mayor Cryer:

The Associated Chamber of Commerce of San Fernando Valley by unanimous vote expresses its high appreciation in the appointment of Mr. W. P. Whitsett to serve as a member of the Public Service Commission. This recognition of the San Fernando Valley by you in the selection of one of its citizens to serve upon one of the most important Commissions in the affairs of the great City is not only a tribute which receives our heartiest commendation but your choice of Mr. Whitsett brings to public affairs a man of highest qualifications; one not only thoroughly acquainted with the requirements of the department into which he enters but one fully in sympathy with the purposes and plans of the City and who has the vision, faith and fortitude to help it attain its most practical ideals. We certainly thank you.

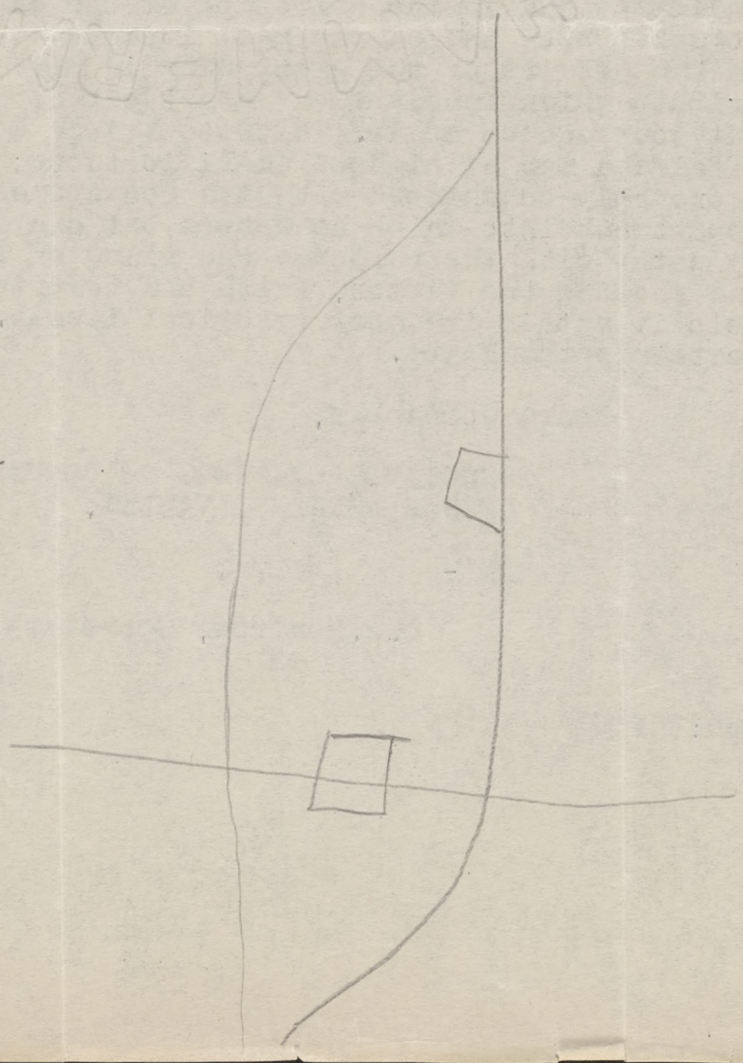
Yours cordially,

ASSOCIATED CHAMBERS OF COMMERCE
OF SAN FERNANDO VALLEY,

By -

O.J.Renfrew, Secretary.

OJR:BGF90



DEPARTMENT OF PUBLIC SERVICE

BUREAU OF POWER AND LIGHT
OF THE
CITY OF LOS ANGELES

E. F. SCATTERGOOD, CHIEF ELECTRICAL ENGINEER

PUBLIC SERVICE BLDG. 207 S. BROADWAY TEL. PICO 4200

ADDRESS REPLY TO
CHIEF ELECTRICAL ENGINEER
BUREAU OF POWER AND LIGHT

August 8, 1924.

Mr. Wm. P. Whitsett,
Van Nuys, California.

Dear Mr. Whitsett:-

Pursuant to our verbal understanding, I am sending you herewith copies of Statement by the Board of Public Service Commissioners of February 18th, last, to the Board of Directors of the Chamber of Commerce and a Supplementary Statement of March 24th regarding "Proposed Standby Steam Plant Installation By Bureau of Power and Light", which was filed with the Chamber at that time.

These documents will, I believe, serve to give you a fair understanding of the necessities of the City regarding power supply. The Manufacturers' Committee of the Los Angeles Chamber of Commerce has requested of the Chamber information regarding the sufficiency of the power supply programs for this community for the next three to five years and as to the possibility of a recurrence of power shortage. This was referred to Mr. Chase, Chairman of the Chamber's Power and Irrigation Committee, and he has requested statement by the Gas and Electric Corporation, the Edison Company and the Bureau of Power and Light. I have investigated this quite fully, but not entirely, as to all its angles and will take up my reply to Mr. Chase with the Board before mailing it.

The necessity for action on the part of the City with respect to power supply is not materially different from what it has been during the past year, so that these documents, together with the fact that the City has been urging approval by the Chamber of our hydro-electric program, totaling 500,000 horsepower for the next eight to ten years and an installment of half that amount at the earliest practicable time, will give you a fair understanding of the City's needs respecting power.

Very truly yours,

L. F. Scattergood
Chief Electrical Engineer.

Enc.
EFS/HH

Feb. 18, 1924.

Honorable Board of Directors,
Los Angeles Chamber of Commerce,
Los Angeles, California.

Gentlemen:-

In presenting you herewith a brief Memorandum showing the requirements of the City of Los Angeles with reference to both Water and Power, and the plans of the Department of Public Service to meet them, we take occasion to express our sincere appreciation of your Committee's earnest attention to this pressing problem and the information furnished your Committee by William Mulholland and E.F. Scattergood, Chief Engineer and Chief Electrical Engineer of the Bureau of Water Works and Supply and the Bureau of Power and Light, respectively, of the Department of Public Service.

We earnestly request your careful consideration and approval of the plans and proposals herewith formally submitted.

Since the organization of this Department it has been the constant aim of the citizens who have constituted the Board, to operate the Department on a strictly business basis and keep it as far as possible out of local politics. Commencing with the building of the Los Angeles Aqueduct numerous attempts have been made to involve this Department in political controversies, but fortunately such attempts have been unsuccessful.

Roughly 83 Millions of Dollars have been wisely invested by the people of Los Angeles in the development and distribution of its Water and Power Resources. The direct saving to the people in low rates and surpluses fully justifies the investment notwithstanding the indirect return is vastly greater by reason of contributing if not causing the enhancement of the material wealth and prosperity of Los Angeles.

It is manifestly the duty of this Board to fully meet the needs of the City and to furnish these commodities to the citizens of Los Angeles adequate in quantity and at the lowest permissible cost. It is equally the duty of this Board and the part of economic wisdom and security that the City have at hand a sufficient future supply of power and water as will permit - and in fact insure - that the very growth of the City shall not find our population without gainful employment, industrially and commercially.

The City has been fortunate in obtaining the services

of engineers both in the Water and Power Bureaus whose judgment in regard to appropriate matters has stood the test of time. We have the utmost confidence in their opinions and experiences of the past give no reason to doubt the correctness of the conclusions now reached by them at this period of municipal growth.

We regret very much the bitter and unjust criticism which has been directed toward this Department, and the opposition to the efforts of the Board to conduct its operations on a business basis. This has been occasioned by the fact that the City's operation of its Power Bureau has come into competition with other corporations furnishing electrical energy for the citizens of Los Angeles and vicinity, as well as the general opposition of such corporations to any municipally owned electric plant of the character the City operates, producing as well as distributing current.

We have always felt, and now feel that the public generally realizes the injustice of these attacks; but, naturally, the Department has been handicapped and delayed, to the great injury of the City, by the opposition to its enterprise. We have found that one of the unbusinesslike things which has been thus forced upon us, has been the voting of bonds in small blocks to cover immediate necessities without providing funds for broad but definite plans for future development. You will also realize the difficulty of laying out a definite plan for this City by reason of its extraordinarily rapid growth, and necessarily enormous demands upon our Department for service without definite knowledge of the availability of funds for at least the preliminaries if not the complete consummation of such plans.

After a very careful consideration of the entire situation, and viewing the needs of this Department exactly as though it were our own private enterprise, we are convinced that the plan which we herewith submit should be definitely placed before the people of this City, and be adopted and followed by them, including the voting of the necessary bonds to insure and to consummate the same. Realizing that your Board is drawn from the leading business men of the City, we respectfully request that you consider this matter from the same point of view, and we will welcome suggestions or constructive criticism of the plans as here outlined.

Very respectfully,

BOARD OF PUBLIC SERVICE COMMISSIONERS,

(Signed) R.F. Del Valle, President.

" James B. Baker,

" John A. Burton,

" C.A. Dykstra,

" John R. Haynes.

SUMMARY OF STATEMENTS BY MR. WILLIAM MULHOLLAND, CHIEF ENGINEER OF THE BUREAU OF WATER WORKS AND SUPPLY, AND OF MR. E.F. SCATTERGOOD, CHIEF ELECTRICAL ENGINEER OF THE BUREAU OF POWER AND LIGHT, TO THE BOARD OF PUBLIC SERVICE COMMISSIONERS, COVERING FINANCIAL REQUIREMENTS FOR DEVELOPMENT, CONSERVATION, ADDITIONS AND IMPROVEMENTS IN WATER AND POWER SUPPLY AND DISTRIBUTION.

A

WATER REQUIREMENTS

$8,000,000. Of Water Bonds For Immediate Additional Development Of Aqueduct Supply; Conservation By Storage At Los Angeles Terminus And In Owens Valley; For General Additions And Improvements Of Distribution Facilities, All As Outlined To Special Committee by Mr. Mulholland Personally; And, Further, Provision For Preliminary Engineering And Investigation Expense Incident To Proposed Additional Water Supply From Colorado River.

The available water supply from all present controlled and obtainable sources for the City of Los Angeles in connection with the Aqueduct will be sufficient for 2,000,000 inhabitants, a population within immediate view.

The opportunity to economically and feasibly utilize the City's rights in the Owens River Gorge and elsewhere has been greatly diminished by failure of proposed remedial legislation. In any event, the total resources, if available, are not sufficient to be considered at this period as a future dependable supply.

The only available future supply for Los Angeles is the Colorado River. This statement applies with equal force as regards power supply.

The Department is now making preliminary investigations to determine a physically feasible route for bringing water into Southern California from the Colorado River, but extensive surveys and estimates must soon follow to determine the most practical and

economically feasible plan together with estimates of cost. Therefore, there is included in the proposed bond funds provision for paying the expenses necessary therefor. The information when complete will be made available.

B

POWER REQUIREMENTS

$24,000,000. Of Power Bonds For Use Over A Period Of Three Years For Extensions And Betterments Of Electrical Distribution Facilities, And Expenditures In Connection With Proposed Lines Connecting Receiving Power Stations In Los Angeles.

This will include, generally, 15 local substations, requisite main feeder lines therefrom, together with primary and secondary lines and other incidental construction required for adequate distribution of energy to all areas suffering from inadequacy as well as to areas not now receiving service.

The system taken over from the Edison Company, at that time inadequate, is now being operated under conditions of excessive overload in all parts of the City with the exception only of such sections as are served from new substations recently built with voltages changed from 2200 to 4400.

Consumers' service is very seriously affected now in some sections and unless within three years the required capacity in substations and feeders is not provided, service cannot be rendered. Failure of adequate service is a loss which falls heavily upon the consumer as well as upon the system.

In this connection it will be appreciated that the great growth of the city in the past few years has radically changed the characteristics of the city as affecting electrical distribution. Los Angeles has no longer one, but many business centers, each of which is a center of load. This tendency of growth will become more pronounced and has

already created new problems affecting the fundamental layout scheme of electrical distribution.

Therefore, provision is made in the Electric bonds proposed for expense in connection with a comprehensive plan for belt line circuits and substations, for an economical and reliable transmission, within the city, of large blocks of power to these various distribution centers.

The expenditure of $8,000,000. per year for three years, for purposes set forth will place the system in modern first-class condition and in a position of capacity to receive new business at greatly reduced yearly expenditures, new business becoming merely incidental to growth. The standard unit type of stations developed by the Department permits increased business to be taken care of by additions without reconstruction of existing structural features.

(2) $6,000,000. For Steam Electric Generation Plant For Providing Increased Plant Capacity To Protect The City's Electric Service.

A report to the Board of Public Service Commissioners by the Chief Electrical Engineer, and a similar report by Professor W.F. Durand and O.H. Ensign, of the Consulting Board of Engineers, show that the provisions of the contract between the City and the Southern California Edison Company, specifying the class of service required of the Company and features of design and up-keep of the Company's system affecting service to the City under the contract, have not been conformed to by the Company.

These reports show that since purchasing the Edison system in May, 1922, a period of twenty months, interruptions in service to consumers in Los Angeles, due to failure of the Company under

the contract, number 186, totalling 40 hours and 37 minutes. But for the fact that by heavy overloading of the municipal plants it has been possible to provide power service which the Company is obligated by the contract to furnish, during these interruptions in the Company's service to the City, large portions of the City would have been without service altogether in numerous instances and in some cases for hours at a time.

The Company's system is such that the City cannot expect service of the character required by the City in order to meet its obligations to consumers and of the character specified in its contract with the Company. It is mandatory upon the City, therefore, that it should at all times provide sufficient capacity in municipal generating plants to make possible, by overload, the carrying of the whole load of the City during such periods of interruptions in the Edison service to the City.

With the increased demands of another year the municipal plants cannot carry the load during such interruptions and this means that in another year something like 25 percent of the total city will be without service when such interruptions occur, unless added plant capacity is provided by the City.

The development of an additional block of hydroelectric power will require three or four years, at best, hence the necessity for the construction of steam plant capacity by the City, in order to protect its service to consumers.

The impending shortage of power in the state, particularly for use in Southern California, as officially recognized by the Railroad Commission is not unexpected, and on the other hand is a condition which may be expected to obtain in the succeeding few years under

normal rainfall conditions, unless the effect of the shortage materially checks the growth of Los Angeles and contiguous territory. Anxiety is not lessened by the fact that the power shortage of 1920 had this effect in the central part of the state and San Francisco - Bay Region District, with recovery not yet complete. Los Angeles avoided the effects by bringing in San Francisquito No. 2 plant in July, 1920, which was of sufficient capacity to assist materially other districts. The provision for a steam plant as planned is necessary insurance against the continuance, beyond the immediate future, of the effect of an inadequate power supply.

For reasons set forth, the $6,000,000. for the purpose named is absolutely necessary and should, for effectiveness, be made immediately available.

(3) Proposed Condemnation Of The Los Angeles Gas & Electric Corporation Steam-Electric Generating And Distributing System.

Preliminary proceedings to acquire the electrical property of the Los Angeles Gas & Electric Corporation thru condemnation proceedings have been commenced by applying to the Railroad Commission for an inventory and appraisal of the Company's system. The Commission has required that the expense shall be paid by the City. Considerable work has already been done. To meet the obligation the City Council by Ordinance authorized the necessary expenditures to be paid by the Department. This Ordinance will appear upon the Ballot by referendum petition.

When power bonds were voted for acquiring or building an electric distributing system, city officials, the Chamber of Commerce and others sought the elimination of political strife and economic

waste resulting from paralleling and competing systems and organizations.

Following voting of bonds in 1919 for the purchase of the combined Edison and Pacific Light & Power systems, city officials and the Chamber of Commerce sought to arrange for the acquisition of the Gas and Electric Company's system as reflected in the resolution of the Chamber of November 20th, of that year.

The Company is installing a 17,500 K.W. generating unit and has contracted for one of twice that size. The taking over of its system would give the City additional generating capacity, in maximum capacity something like one-half greater than the added load. Furthermore, the combination of the Company's steam plants with the City's hydro-electric plants would result in a much increased effective capacity and use as compared with their separate operation.

Actual results of combining Edison with municipal system show economies approximating $1,350,000.00 the first year. The combining of the Gas & Electric Company system with the present municipal system and elimination of duplicate organizations would result in immediate savings or economies of not less than $1,400,000. per year, increasing rapidly year by year. These direct savings, however, are only part of the cash benefits. The gradual combining of systems means the gradual reduction of investment compared with what it would otherwise be, which will mean large savings in fixed charges in the near future. Furthermore, it will make possible more reliable service and the elimination of political strife.

During the fiscal year ending June 30, 1925, as shown in the Price, Waterhouse & Company report, the Bureau of Power and Light

earned, over and above expense for operation and maintenance, full depreciation and interest on bonds, a surplus of $2,693,623.34. Of this amount, roughly, $650,000. was required for power bond redemptions, that is, for paying off debt against a plant which is owned by the people. Corresponding to this the Los Angeles Gas & Electric Corporation paid, out of its earnings, state and federal taxes.

The taxes which a private corporation would have paid on the amount of business done by the municipal plant corresponds closely to the amount of moneys which the municipal plant is required by law to set aside for the redemption of bonds. The remainder of the surplus earned by the Power Bureau in excess of $2,000,000., has been used for the construction of additional plant, which is owned by the people. There is no corresponding sum of money thru which the people benefit directly or indirectly from the earnings collected by the Los Angeles Gas & Electric Corporation at the same rates.

(4) <u>The Endorsement Of The Proposition That The City Enter Into Contract With The Federal Government For Such Portion Of The Power Development Opportunities At The Proposed Boulder Canyon Dam As May Be Apportioned For Use In Los Angeles, And For Use In Delivering An Additional Domestic Water Supply From The Colorado River. Also, $25,000,000. Of Bonds For The Development Of Additional Hydro-electric Power.</u>

It was never intended that the power purchase or interchange contract with the Southern California Edison Company should take the place of power development by the City to meet its obligations to consumers.

Power purchased from the Company costs two and one-half times the cost of the City of generating its power from the Aqueduct and the City's development of its share of power from the Boulder Canyon will not cost more than its present cost of Aqueduct power, to-wit: approx-

imately one-third cent per kilowatt hour. The first installment from the Boulder Canyon would cost somewhat more, but a further development will be required for the City before many years.

The service the City is receiving from the Company is such as to necessitate a stand-by in municipal plants equal to the total service received, in order to protect consumers. Manifestly, the City must take steps to provide power at lower direct cost and at the same time guarantee service to its consumers and eliminate the enormous cost of providing stand-by to service from others.

The first installment of power of 250,000 horsepower will require a $25,000,000. investment in power plant, transmission and receiving stations. This means a saving of more than $3,000,000. per year as against the purchase of that amount of power. This would afford reliable service without any further steam plant investment than is contemplated by the City at this time and needed for protection of service in the immediate future. A further effect will be the opportunity afforded to give service to the consumer at lower rates.

Regardless, for the moment, of the question as to when bonds for the development of Colorado River power should be submitted for approval by the people, the City, thru its official bodies and thru its leading civic body the Chamber of Commerce, should immediately declare beyond any question of doubt, and thus leave no doubt on the part of members of Congress, that this city stands ready to contract for its fair share of Boulder Canyon power rights and thereby become responsible for its share of charges against such rights on account of government expenditures on Boulder Canyon dam and storage. Surplus revenues of the Power Bureau are sufficient to justify and

guarantee such a contract on the part of the City.

It appears necessary that the City, by a vote of the people, authorize bonds for the development of a block of hydro-electric power, without waiting for a final determination and acquisition of power right. It is mandatory that the City secure additional blocks of hydro-electric power at the earliest possible time, in order to ameliorate, as far as practicable, the effect of threatened power shortages which we are now facing. Manifestly, the approval of bonds will eliminate much delay and, furthermore, bonds will cost the City nothing, as they will not be sold until needed.

It appears to be a fact that the City cannot secure a power permit from the Federal Power Commission in order to go before the people with a definite right and location from which to develop power for the reason that the Commission has refused to grant any such permit and is, in fact, rejecting the City's various applications one by one on the ground that we are not "ready to develop in a reasonable period of time", while in fact we are in dire need of a power supply for the present as well as for the near future. Furthermore, the approval of such bonds would have a very positive and salutary effect in enabling the Southwest to secure federal legislation authorizing the proposed Boulder Canyon storage project, which means so much to every section of the interested states and communities and which is essential to an adequate future water supply and more immediate power supply to the City of Los Angeles.

In the Seattle metropolitan center the resources of the cities of Seattle and Tacoma, as well as of the private power corporations, are behind water power developments. Statement by the Assistant

Secretary of the Seattle Chamber of Commerce shows they contemplate ultimately 550,000 horsepower from the Skagit River, of municipal power, at an investment of approximately $100. per horsepower, and that they are making a great point of it in the encouragement of the development of Seattle.

The resources of the city of San Francisco, as well as the several great private power corporations of that part of the state, are behind power development for that section, while in fact the total present use of power in Northern California is less than in Southern California and the compound percentage rate of increase in demand is much less. Furthermore, the East Bay Cities are forming a Water Supply District which, unquestionably, will involve power and the resources of those cities will be back of power development.

For Southern California, hydro-electric power development depends upon San Joaquin Light and Power, Southern California Edison Company and the Southern Sierras, except that the financial strength of the City of Los Angeles be added. The assets of the Pacific Gas & Electric Corporation and the Great Western Power Company from Moody's Manual of Public Utilities, Dec. 31, 1922, are $314,000,000. The corresponding assets of the three corporations developing water power for Southern California, $262,000,000. The assessed valuation of San Francisco and the East Bay Cities, $1,227,000,000. The assessed valuation of Los Angeles on the same basis, to-wit: 50% of appraised value, is $1,155,000,000.

The present use of power in Southern California amounts to, roughly, 800,000 horsepower. The demand for the year 1930, provided there is assurance of sufficient supply and thus encouragement of

its use for industrial and other purposes, will be, roughly, 1,800,000 horsepower. This means financing not only the power development, but its distribution in time for its availability for use in 1930. If the assurance of the supply is not made an accomplished fact, the demand will fall far short of that amount. In 1917 a block of cheap municipal power was superimposed upon the market and industrial curves took a strong slant. In 1920 industrial development in Northern California was practically at a stand-still, but a block of power from Plant No. 2, in the San Francisquito Canyon, maintained the upward trend in Southern California. Our curves are now departing from this trend because of failure to bring in another block of power or to establish the certainty of its development by the approving of bonds.

5. General Remarks.

The proposed bond issues, the endorsement of which by the Chamber of Commerce is earnestly sought, are not large and no more than adequate to provide for the City as it now is, including in the estimates only reasonable provision for future growth.

To a large extent the distribution construction proposed represents deferred improvements, the necessity for which is embarrassingly evident.

The self-sustaining position of the Bureau of Power and Light, as verified by the last audit of Price, Waterhouse & Company, completely satisfied all those who may be sincerely concerned over the attacks upon the financial and operating conditions of the City's electric power enterprise.

The surplus of assets over liabilities, and particularly

the operating surplus for the last fiscal year of $2,693,623.34 above all expenses of operation, maintenance, interest on bonds and depreciation allowance, should fully satisfy the people of Los Angeles that the Power Bureau will be able to provide, out of revenues, without taxation, all the bond charges for proposed bonds as it is doing for present outstanding obligations.

With as strong a financial showing as set forth in the Price, Waterhouse & Company audit, and having regard for the City's future, it is respectfully urged that the chief concern of all should be to expedite the solution of these vital questions.

Owens Valley Land

In order to protect and safeguard this City's water supply in the Owens River Valley, the Water Bureau has expended or contracted to expend $8,000,000 in the purchase of land in the valley. Other land purchases, now pending, will involve an additional expenditure of about $4,000,000, making $12,000,000 in all. To finance these purchases entirely from bonds is impossible at this time because only $5,000,000 in bonds have been voted for this purpose. **This huge expenditure on land purchases is being made because only in this way can the Water Bureau protect the people of Los Angeles against interruptions and serious shortages in the aqueduct water supply.**

Cloudbursts on the Aqueduct

As a result of a series of 36 terrific cloudbursts, which this summer swept over a portion of the Mojave Desert crossed by the Owens River Aqueduct, large sums of money are required to make urgently necessary repairs on this giant water line. The initial damage was done when these cloudbursts dislodged thousands of tons of rock and sand which, in turn, crushed the aqueduct at several places and otherwise damaged the great waterway.

Thus, an unforseen and unavoidable act of Nature, compells the Water Bureau to expend a huge sum of money at a time when it is already confronted with other heavy financial obligations.

Public Protection and Comfort

To prevent the necessity of tearing up recently improved streets, the Water Bureau, a number of years ago, established the practice of making all of its water main replacements and enlargements ahead of street paving work. **So rapidly has the volume of this improvement work increased that the Water Bureau is now making main replacements and enlargements at the rate of more than one mile per day, a construction program that this fiscal year will involve an expenditure of $2,225,000.** So far as the Water Bureau is concerned a large portion of this work could be delayed until a later date, but, if so delayed, it would necessitate the tearing up later of recently paved streets. In many districts water main enlargements are being made for the sole purpose of providing additional fire protection, although the demand for domestic water does not, at this time, require larger pipe lines. **The Water Bureau is making these replacements and enlargements in its service mains at this time because it believes that the Citizens of Los Angeles, who own the water system, desire to have their system operated for their convenience, comfort and property protection, as well as a source of ordinary water supply.**

Comparison of Old and New Water Rates

CITY SCHEDULE

DOMESTIC RATE

Old Rate Minimum:		New Rate Minimum:	
5/8"—3/4" meters	$ .75	5/8"—3/4" meters	$1.00
1" meters	1.00	1" meters	1.00
1½" meters	1.50	1½" meters	1.50
2" meters	2.00	2" meters	2.00
3" meters	3.00	3" meters	3.00
4" meters	4.00	4" meters	4.00
6" meters	6.00	6" meters	6.00

Rate Per 100 Cu. Ft.		Rate Per 100 Cu. Ft.	
First 10,000 cu. ft.	10c per 100	First 10,000 cu. ft.	13c per 100
Next 40,000 cu. ft.	8½c per 100	Next 40,000 cu. ft.	11c per 100
Next 50,000 cu. ft.	7c per 100	Next 50,000 cu. ft.	9c per 100
All in excess of 100,000	5c per 100	All in excess of 100,000	7c per 100

COMBINED IRRIGATION AND DOMESTIC RATE

Old Rate

Flat charge of $1.00 on all sizes of meters. Plus 5c per 100 cu. ft. for all water used.

New Rate

Flat charge of $1.00 on 3/4" and 1" meters. Flat charge $1.50 on 1½" and 2" meters. Plus 5c per 100 cu. ft. for all water used.

INTERMITTANT IRRIGATION RATE

Old Rate

Minimum charge of $3.00 or consumption times .014c per 100 cu. ft.

New Rate

Minimum charge of $3.00 or consumption times .018c per 100 cu. ft.

AUTOMATIC SPRINKLER SERVICE RATE

Old Rate		New Rate	
2" service	$ .80	2" service	$1.00
3" service	1.20	3" service	1.50
4" service	1.60	4" service	2.00
6" service	3.20	6" service	4.00
8" service	6.00	8" service	6.00

CONSTRUCTION CHARGES AND FLAT RATE DOMESTIC SERVICES

Old Rate

Ordinance Rate less 10% plus 10% discount.

New Rate

Ordinance Rate.

COUNTY SCHEDULE

DOMESTIC RATE

Old Rate Minimum:		New Rate Minimum:	
5/8" & 3/4" meters	$1.00	5/8" & 3/4" meters	$1.50
1" meters	1.50	1" meters	2.00
1½" meters	2.00	1½" meters	2.50
2" meters	3.00	2" meters	3.00

Rate Per 100 Cu. Ft.	Rate Per 100 Cu. Ft.
All at 15c per 100 cu. ft.	All at 20c per 100 cu. ft.

COUNTY IRRIGATION RATE

Old Rate

Minimum charge of $3.00 or consumption times 7c per 100 cu. ft.

Amount of bill to be reduced or increased to the nearest multiple of 5c.

New Rate

Minimum charge of $3.00 or consumption times 7c per 100 cu. ft.

Amount of bill to be reduced or increased to the nearest multiple of 5c.

Note.—Bungalow Courts and other multiple dwelling consumers, under the old rate schedule, were charged a minimum monthly rate of at least 75 cents for the first home and a minimum of 40 cents for each additional home. Under the new rate the additional 40 cent minimum charges have been discontinued and only the new $1.00 minimum is in effect.

Two Separate Systems

It seems desirable at this time to make clear the distinction between the Municipal Water Bureau and the Municipal Power Bureau. The official names of these Bureaus are,—the Bureau of Water Works and Supply, and,—the Bureau of Power and Light. Both are included in the Department of Water and Power. Each Bureau is operated separately, and independently of the other.

The Power Bureau generates its hydro-electric energy in power plants situated along the Owens River Aqueduct. This aqueduct was constructed primarily as a water supply source, and as such is operated entirely by the Water Bureau. The Power Bureau and its officials have no control whatever over the regulation of water passing through the aqueduct; the power plants simply take advantage of the water as it is sent down by the Water Bureau, in the manner best suited to the needs of water consumers.

All portions of the aqueduct utilized by the Power Bureau in connection with the development of electricity have been paid for by the Power Bureau in proportion to their use for power purposes. All penstocks, surge chambers and other structures on the aqueduct necessary for the generation of electricity have been paid for entirely by the Power Bureau.

The Power Bureau has also financed the establishment of additional water storage capacity along the aqueduct. This storage is beneficial to the Water Bureau as well as the Power Bureau.

All interest and annual principal charges on outstanding Power Bonds are paid entirely out of Power Bureau revenues.

Keeping Pace

As a part of its work of providing an adequate and reliable supply of pure water, at all times, to meet the rapidly increasing needs of the people of Los Angeles,

THE WATER BUREAU THIS YEAR—

—is completing the construction of a dam 200 feet high across San Franciscquito canyon along the line of the aqueduct, 50 miles from Los Angeles. This dam is now more than three-fourths completed and will create a reservoir capable of holding in storage 38,000 acre feet or more than twelve billion gallons of water.

—is completing the building of a huge filtration system extending one and one-half miles under the bed of the Los Angeles River. All water passing through this system will be perfectly filtered before being distributed to the water consumers.

—has built and put into service a 24 inch distributing trunk line along Mesa Drive, from Washington street to Slauson avenue, thus greatly improving service in the entire Southwest section of the city.

—has built and put into service a second 24 inch distributing trunk line leading out of the Hollywood Reservoir, along Sunset boulevard to Micheltorena street, thus greatly improving service in the Northwest section of the city.

—has built and put into service a third 24 inch distributing trunk line for a distance of more than 2 miles along North Broadway, thus greatly improving service in the Northeast and East sections of the city.

—has established large new pumping plants and water storage facilities to assure high pressure service at all times in the North and Northeast sections of the city.

—has brought in a number of wells and provided pumping facilities to extend first class service to meet the increasing water needs of the entire Harbor District.

Issued by the DEPARTMENT OF WATER and POWER, CITY of LOS ANGELES

YOUR WATER RATES

Because of a provision in the new City Charter, which has placed a large additional financial obligation upon the Municipal Water Bureau, it has been necessary to ask for an increase in water rates.

Since the City took over the ownership and operation of its water system in 1902, the citizens of this City always have enjoyed the benefit of extremely low water rates, as compared with other Western cities.

With the new rates in effect, Los Angeles people will continue to enjoy one of the lowest water rate schedules in the United States.

In 183 of the largest and most representative American cities **the average domestic water rate is 18 cents per 100 cubic feet,** as shown in a survey made by the American Water Works Association. **Compared to this average 18 cent rate, the old rate in Los Angeles was 10 cents, while the new rate is 13 cents, or 5 cents less than the average.**

One hundred cubic feet of water is equal to 750 gallons. This means that, under the new rates, Los Angeles water consumers can buy 750 gallons of water for 13 cents.

A New Financial Burden

Under the old City Charter, a portion of the annual interest and principal payments on outstanding water bonds was collected through a general tax levy, the remainder being paid from water revenues. This was done because the framers of the old Charter believed that all real property, whether or not consuming water, was benefited in increased value because of the water supply made available by the City's water system.

Under the new City Charter, adopted by the people and made effective July 1, 1925, the Water Bureau is required to pay from its revenues all interest and principal charges on outstanding water bonds. **Thus, the taxpayers hereafter are relieved of these payments altogether.**

The additional burden thus placed upon the Water Bureau and its water rate payers amounts to approximately $1,500,000 annually, and the new rates have been fixed to enable the Bureau to meet this additional obligation, hereafter.

The rate increase will render no direct benefit whatever to the Water Bureau. Money returned through the increase will be turned over in monthly installments to the City Treasurer to meet this additional bond charge. If this charge was not paid from Water Bureau revenues, of necessity, it would be collected from the taxpayers. Thus the new City Charter, in placing this additional obligation upon the water rate payers, has relieved the taxpayers of a corresponding obligation.

In addition to the financial obligation imposed upon the Water Bureau by the new City Charter, there are other conditions, which, this year, have added to the Bureau's expenses without providing any compensating return in the way of larger earnings.

EL CAMINO SIERRA (the mountain road) is the State Highway which extends along the eastern base of the Sierra Nevada and Cascade mountain ranges, through the three states of California, Oregon and Washington—from Los Angeles, the metropolis of the great Southwest, to Oroville, on Lake Osoyoos at the Canadian boundary line—and which is to be made a motor truck road. Indicated by the heavy black line across the map in the foreground.

It is the farthest inland of the three great Pacific Coast motor truck highways, proposed in the PACIFIC COAST NATIONAL HIGHWAY BILL introduced in the United States House of Representatives, by Honorable John E. Raker, M. C., of California, and referred to the Committee on Military Affairs.

THE BILL JUST MENTIONED IS OF EXCEPTIONAL INTEREST BECAUSE IT PROVIDES FOR AN INCREASE OF COMMERCE, FOR HIGHWAY AIRCRAFT LANDINGS, FOR AN AERIAL COAST PATROL, AND FOR NATIONAL DEFENSE.

* * * * *

This map shows the southerly extremity of El Camino Sierra as far north as Mono Lake, a distance of approximately 375 miles.

It is used here primarily to afford an idea of the PIUTE PASS ROAD,—that wonderful, scenic motor truck highway between Fresno and Bishop—the part remaining to be completed being indicated by a dotted line.

This LATERAL is of paramount importance from either a scenic, commercial, or national defense standpoint.

Attention is invited to the wonderful Sierra Highlands which will be crossed by this to be, world-famous PIUTE PASS ROAD.

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Consideration is particularly called to the mountain region immediately adjacent thereto and south thereof, which includes the awe-inspiring grandeur of the upper Kings River country and all the contiguous area southward to and beyond Mount Whitney, the highest peak in the Continental United States.

Here in this domain of pristine, scenic splendor, is situated the proposed ROOSEVELT SEQUOIA NATIONAL PARK, of the extent and character of which, a fairly approximate conception can be gained by tracing an imaginary line, from Mt. Fiske about seven miles south and a little east from Piute Pass Summit, southerly along the crest of the Sierras to just beyond Mt. Whitney, thence westerly to and including the Mammoth Trees of the present Sequoia National Park, thence easterly and northerly converging gradually towards the place of beginning.

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The use of the above illustration is due to the esteemed courtesy of the *Los Angeles Times*. Its excellence is due to the artist, Mr. Charles H. Owens, whose hypsographic maps are of national repute.

Its service for State and inter-state travel WILL EQUAL IF NOT EXCEED THAT OF ANY OTHER USE.

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11. It is deemed proper to call attention to the fact that the Tioga Pass Route is equivalent to a toll road, in the case of cross-mountain travellers who do not visit the floor of Yosemite Valley.

This is not mentioned in a spirit of dissent, but as a statement that DESERVES NOTICE WHEN CONSIDERATION IS GIVEN TO THE PIUTE PASS ROUTE.

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12. The PIUTE PASS ROAD will cross the Sierras, in proximity to the most extensive hydro-electric development on the western hemisphere, instituted at a cost WHICH WILL EXCEED THAT OF THE PANAMA CANAL, OR MORE THAN $375,000,000.00. This portion of the Road is practically complete.

While the great mechanical achievements revealed along the route will be a universal attraction for the general public, they will be of SPECIAL INTEREST TO ENGINEERS AND SCIENTISTS FROM ALL PARTS OF THE GLOBE.

* * * * *

13. The highway over PIUTE PASS will be a route of superior strategic value from a military standpoint, in case of attempted invasion by any alien enemy, and as such IT WILL BE A UTILITY OF SUPERLATIVE VALUE TO BOTH STATE AND NATION.

The scenic environment of Piute Pass includes Alpine conditions which have no rival in the United States, and which in very many respects surpass those of Switzerland.

These Alpine conditions harmonize with the sublimity of the proposed **Roosevelt Sequoia National Park,**—and all are comprised in the high Sierra region of the three adjacent counties of **Inyo, Fresno, and Tulare.**

Inyo, next to the largest county in California, aside from its great, fertile area of Owens Valley, the starting point of the famous Los Angeles Aqueduct, is fast securing wide recognition for its fine bred stock, dairy products, alfalfa, and its development as a pear and apple region; besides all of which, it is noted for its variety of minerals, including both precious metals and chemical elements.

While many millions have been realized from the former, yet it is from the latter that it has gained repute as the most extensive producer of borax in America, while as a source of soda supply, it is the largest on the Pacific Coast. Within less than twenty minutes' flight by airplane to the north of Piute Pass, are located **the Largest Tungsten Mines in the United States.**

Fresno County contains the largest fig orchard on the globe, and it is the center of the raisin industry of the world.

According to the last census, the county yield for that year was over 5,059,000 bushels of peaches and over 944,281,000 pounds of grapes, with the value of its crops more than $51,861,000.00 and the value of its farm property over $303,094,000.00.

Tulare County is the proud possessor of the **Giant Sequoias,** commonly called the **Big Trees,** known as the **largest and oldest living objects on earth.**

Some of these trees which are flourishing in full vigor today, were more than a thousand years old, when Appius Claudius, three centuries before the birth of Christ, began building from Rome to Brundusium, that world-famous paved road which still in use, is called the Appian Way.

This antiquarian distinction altho unparalleled, is however but an incident in a record otherwise notable.

The county is a little smaller than Fresno, yet it is a strong rival in its yield of raisins, peaches and figs.

Along its eastern border are many miles of highlands with scattered fields of snow that linger thruout the year, and **Mount Whitney** (14,502 ft.), **the highest peak in the Continental United States.**

In sight thereof, on the valley lowlands to the west, according to the last census report, there were marketed that season over 2,107,000 boxes of oranges, requiring nearly 7,000 freight cars for shipment.

In the year 1921, the approximate export value of county products was over $32,153,000.00.

And there are **six other prodigious counties in the San Joaquin Valley.**

The soil products of this remarkable area, for the year 1922, are **reported to exceed $150,000,000.00.**

SPECIAL BULLETIN
Issued by—Inyo Good Road Club. 1-2-23.

Some Reasons Why the Piute Pass Road Should be Completed

1. From Bishop, the metropolis of central-eastern California, to Fresno the metropolis of the San Joaquin Valley, by the present highway through Mojave, IS ABOUT 381 MILES.

From Bishop to Fresno by the PIUTE PASS ROAD, will be about 150 miles. DISTANCE SAVED 231 MILES.

* * * * *

2. Of the PIUTE PASS ROAD, estimated at 150 miles, 118 miles have been constructed WITHOUT EXPENSE TO THE STATE,—99 miles at the west end and 19 miles at the east end, leaving an unfinished gap in the high Sierras of 19½ miles measured by straight line.

Length of roadway (double width for heavy motor car service, grade not over 8 per cent), required to connect the two ends, is estimated at about 32 miles, of which there will be about four miles of rockwork.

Over 75 per cent of this road has been constructed by the outlay of approximately ONE MILLION DOLLARS WITHOUT STATE ASSISTANCE, therefore its numerous advocates now feel justified, for asking the support of California in the completion of their project.

* * * * *

3. At present there is no carriage road across the Sierras between Tioga Pass and Walker Pass,—a distance of about 200 miles.

The PIUTE PASS ROAD is about 60 miles south of Tioga Pass by air line and nearly 100 miles by motor car road.

Of all the passes between Tioga and Walker, PIUTE PASS BY REASON OF TOPOGRAPHY AND LOCATION, IS BY GREAT ODDS THE BEST ADAPTED FOR A HIGHWAY CROSSING.

* * * * *

4. Coincident with the completion of the PIUTE PASS ROAD, it will become automatically A CROSS-SIERRA LINK IN A TRANSCONTINENTAL HIGHWAY.

* * * * *

5. THE PIUTE PASS ROAD will encourage industry and commerce by joining two very important sections of the State hitherto entirely separated, the great San Joaquin Valley on the west and the widely known Owens Valley on the east. While advantageous to both, IT WILL BE BENEFICIAL TO ALL CALIFORNIA.

6. The PIUTE PASS ROAD will give a Transcontinental Highway, direct connection with that area of Central California, designated as "The Garden of the Sun," and will enable travellers, motorists and sightseers generally, to enjoy the rare experience of crossing THE MOST REMARKABLE MOUNTAIN PASS IN THE WORLD, THAT IS TRAVERSED BY A CROSS-CONTINENT THOROUGHFARE.

That this statement is true is shown by the facts, that the highest carriage road in Europe is on the Tyrolese Alps over Stelvio Pass 9,055 feet above sea-level, and that the highest carriage road in America on a transcontinental highway, is over Berthoud Pass in Colorado, 11,309 feet above sea level, while PIUTE PASS naturally adapted for a highway crossing, has an altitude of 11,409 feet, WHICH OF ITSELF IS SUFFICIENT TO GIVE IT A DESERVED WORLD-DISTINCTION.

* * * * *

7. The SCENIC ENVIRONMENT OF THE PIUTE PASS ROAD IS UNEQUALLED BY THAT OF ANY OTHER TRANSCONTINENTAL HIGHWAY IN AMERICA.

Within a radius of twelve miles around the highway crossing on the Pass, are 35 DISTINCT MOUNTAIN PEAKS, EACH OVER 12,000 FEET HIGH, OF WHICH 20 HAVE AN ALTITUDE OF MORE THAN 13,000 FEET.

* * * * *

8. The day is close at hand when Yosemite Park in the height of the summer touring season will be congested with automobile traffic.

Additional territory for motor tourists in the high-Sierras will be a public necessity. The locality most feasible and approaching most nearly to the ideal sought by the recreation seeker and the lover of nature, will be THE WONDERFUL SCENIC AREA TRAVERSED BY THE PIUTE PASS ROUTE.

* * * * *

9. THE PIUTE PASS ROAD will afford access to one of the most alluring and enjoyable regions for fishermen on the Pacific Coast.

A veritable anglers paradise, where foaming torrents, swirling eddys and placid pools, alternate with expansive lakes,—all READILY REACHED BY MOTOR CAR.

* * * * *

10. The PIUTE PASS ROUTE must not be regarded solely as a local road.

Public Service

PREAMBLE

The Public Service Employees' Association, of the Public Service Department, of the City of Los Angeles, is hereby established for the purpose of promoting the general interests and welfare of the Department and of the employees, individually and collectively.

ARTICLE I

Membership

Section 1.
All employees of the Department of Public Service, who shall willingly abide by the Constitution and by-laws of this Association, and endeavor insofar as within their power lies to promote the purposes of the Association, shall be eligible for membership.

ARTICLE II

Officers

Section 1.
The officers of this Association shall be: a President, First Vice-President, Second Vice-President, and a Secretary-Treasurer.

Section 2.
The officers shall be elected annually at the regular meeting in June, and shall hold their offices for one year - or until their successors have been duly elected and qualified.

ARTICLE III

Meetings

Section 1.
Regular meetings of the Association shall be held on the first Friday of each month at 8:00 P.M. The Secretary shall post on bulletin boards of the various divisions notice to the members of each meeting.

Section 2.
Special meetings may be called at any time by the order of the President, or upon formal request of any seven members in good standing, to the President. No business shall be transacted at any special meeting other than that for which it is called. Notice of all special meetings shall be posted upon bulletin boards as hereinbefore provided, and shall state the purpose for which the meeting is called.

Section 3.
At all regular or special meetings, twenty members shall constitute a quorum for the transaction of business.

ARTICLE IV

Duties of Officers

Section 1.
The President, or the Vice-Presidents in their respective order in the absence of the President, shall preside over the meetings of the Association, and shall perform all duties usually devolving upon said office. The President shall have the power to cast the deciding vote in case of a tie vote upon any proposition. At the end of his term, he shall make a report showing the condition and progress of the Association during his term of office.

Section 2.
In the event of vacancies in the office of President, the Vice-Presidents in turn, shall succeed to the office - until the next regular election. In case of a vacancy in the office of Secretary, the President shall appoint a Secretary pro tem, and call an election at the next regular meeting to fill the vacancy.

Section 3.
The Secretary-Treasurer shall keep correct record of all financial matters in a book to be kept for that purpose. He shall draw all warrants upon the Treasury for the payment of any bills or other obligations of the Association, and present the same to the President for his signature after having been approved at a regular meeting. He shall attend to all correspondence, properly mark and file all papers ready for inspection at any time. He shall make a semi-annual report to the Association as to the financial condition and number of members in good standing. He shall transmit to his successor, when duly qualified, all books and papers, together with all other properties and moneys belonging to the Association in his possession. In addition to the duties above prescribed, he shall perform all other duties usually devolving upon the office of Secretary-Treasurer. The Secretary shall deliver to the President a suitable bond, properly executed - the amount of said bond to be set by the President of the Association. This bond shall be paid for out of the funds of the Association.

Section 4.
Any officer, for misconduct or neglect of duty, may be removed from office by a vote of two-thirds of the members present and voting at the next regular meeting after which a resolution therefore has been proposed.

ARTICLE V

Salaries of Officers

Section 1.
The Secretary-Treasurer shall be paid a salary of Ten ($10.00) Dollars per month, plus Four ($0.04) Cents per member per month for all members whose dues are paid.

ARTICLE VI

Committees

Section 1.
The President shall appoint, at the next regular meeting after assuming office, the following committees: Auditing Committee of three members, Membership Committee of five members, Program & Entertainment Committee of three members, Sports Committee of three members, Welfare Committee of three members. These commitees shall function under rules which, from time to time may be adopted by the Association. Any and all other committees found necessary for the successful operation of the Association may be appointed by the President.

ARTICLE VII

Associated Organizations

Section 1.
Whenever any group of employees of the Department, by reason of their isolation or by the nature of their work, desires to form an association of its own - said association may be formed under

Art. Vii, Cont'd

a suitable name, and shall be known as an "Affiliated Association." They shall function under a constitution and by-laws similar to those of this organization. Any organization now existing may also become an "Affiliated Association" by proper vote of its membership.

Section 2.
Affiliated Associations shall have full control of their own funds. Whenever any Affiliated Association is formed, this Association shall refund to it all dues paid in advance by members withdrawing to join the said Affiliated Association.

Section 3.
Immediately upon the formation and affiliation of any other employee's organization, there shall be formed an "Employees' Associations Representative Committee." Each Association, including this body, shall select one representative to the above Committee for each 100 members or a fraction thereof. The president of this Association shall be an ex-officio member, and shall call and preside at all meetings of said Committee. He shall have no vote, except in case of a tie. Each Association shall pay into a "Representative Committee Fund" the sum of Ten ($10.00) Dollars per annum per representative, for the support of the said Committee. The Secretary-Treasurer of this Association shall be the custodian of said fund, and shall pay from it properly-approved demands of the Representative Committee.

Whenever any matter of general interest to all employees is brot before any Association, and that Association by proper vote decides to bring the matter before all associations, it shall be communicated in writing to the ex-officio Chairman and shall be by him communicated to all associations together with a call for a meeting of the Representative Committee. Upon the request of two members of the Representative Committee, the ex-officio Chairman shall call meetings of the said Committee to take up original matters of interest to all associations or employees.

ARTICLE VIII

Section 1.

Dues

Any employee of the Department may become a member of the Association by paying six months' dues in advance. The dues shall be Twenty-five ($0.25) Cents per month, payable on the first day of each month in advance. Any member four months in arrears shall be automatically suspended. Any member suspended for non-payment of dues may automatically become reinstated to membership by paying all dues in arrears - said payment not to exceed six months' dues.

ARTICLE IX

Section 1.

Rules of Order

In all matters not specifically covered by this Constitution and By-laws, the latest edition of Robert's "Rules of Order" will be considered the determining factor in all procedure.

Art. X,

ARTICLE X

Amendments

Section 1.
Amendments to this Constitution may be made at any regular meeting of the Association by a two-thirds vote of those present, providing such amendment has been proposed in writing by a member in good standing at the previous regular meeting.

--ooOoo--

Acting on the suggestion of Mayor George E. Cryer and Chief Engineer, Mr. Mulholland, that some way be thought out to bring about a better feeling and closer relationship between all the people of the Owens Valley and the people of the City of Los Angeles and Southern California, we wish to submit the following Resolution:

Where as at great expense the people of Los Angeles have constructed an Acqueduct to carry a certain amount of water, which the City has procured and is rightly entitled to, and where as we believe with the cooperation of the people of Owens Valley we would be procuring sufficient water to fill the Acqueduct without a detrimental effect to property values of the various towns.

In order to bring about this result and show our appreciation of that cooperation, we will use our best endeavors to procure the support of the newspapers, the Los Angeles Chamber of Commerce, the Automobile Club of Southern California and other organizations to complete, at the earliest possible date, a pleasurable highway between Los Angeles and Bishop, that the people in Southern California can avail themselves of the wonderful out-door life offered by mountain streams and lakes surrounding the Owens Valley, that we will immediately endeavor to have the Los Angeles Chamber of Commerce appoint a Committee to confer with a Committee to be appointed by the property owners of the towns in the Owens Valley to work out a program of Summer and Winter sports and recreations and to advertise same and to undertake, at once to form a club in Los Angeles, California, of fifty thousand persons who will agree to spend from ten to thirty days each year in the delightful mountains and Valleys tributary to these towns, in appreciation of your cooperation. for the Products of your farms.

This will mean the spending in your towns and among the Packers Guides and resorts that draw their supplies from your towns at least Ten Dollars per day for each person in round numbers from $5,000.000 to $15,000.000 per year.

DEPARTMENT OF PUBLIC SERVICE
CITY OF LOS ANGELES

METROPOLITAN 4200
BUREAU OF WATER WORKS & SUPPLY
WM. MULHOLLAND, Chief Engineer

207-9-11 SO. BROADWAY
BUREAU OF POWER & LIGHT
E. F. SCATTERGOOD, Chief Electrical Engineer

OFFICERS:
R. F. DEL VALLE
PRESIDENT
JAS. P. VROMAN
SECRETARY
L. M. ANDERSON
CONTROLLER

COMMISSIONERS:
JAMES B. BAKER
WILLIAM P. WHITSETT
R. F. DEL VALLE
C. A. DYKSTRA
JOHN R. HAYNES

Los Angeles, California,

August 15, 1924.

Mr. Wm. P. Whitsett,
Commissioner,
B u i l d i n g.

Dear Sir:-

The Board of Public Service Commissioners at its meeting held on the 12th inst., took action appointing you as an additional member of the Special Building Committee. The other members are Messrs. Del Valle, Baker and Dykstra.

Very truly,

Jas. P. Vroman

JPV-HHK

Secretary.

Bishop, California
August 27th. 1924.

Board of Public Service Commissioners,
Los-Angeles, California.

Gentlemen:

We have been informed that you expect to visit Owens Valley in a few days in connection with your water and power interests here.

We wish to take this opportunity to place before you the fact that; we the undersigned land and water owners of Round Valley, Inyo County, California, desire to dispose of our holdings to you for the following reasons:

It is evident from purchases already made in our territory that the policy you are now following of buying indiscriminately throughout the country is very detrimental to our property values. We, in a measure, are affected somewhat as other land owners in Owens Valley whose land is watered by Owens River

The fact that you have purchased some property in Round Valley has created the impression and belief that it is only a matter of time before you will find it necessary to purchase the remaining land. This has had the effect of stopping all sales of land in Round Valley for the past two years. No one would contemplate buying property in the Valley now. Coupled with this is the fact the Federal Farm Land Bank has declined to make any further farm loans here, on account of the encroachments by the City of Los-Angeles.

We believe the property we hold is of great value to you in the furthering of your water and power project. We would like to meet you on friendly terms and discuss the proposition if you are interested in purchasing and would be p prepared at anytime to have a representative committee of our land and water owners meet with you.

Very truly yours,

Name.	No Acres.		
Thorington Property			
Etta B. Thorington	682	G. W. Garner	159
J. P. Smith	157	I. L. Smith	680
		Arcularius	560
A. W. Wonocott	80	Mrs. H. Walline	205
John E. Jones	325	Geo. C. Kinney	240
W. D. Crum	160	Walter Smith	200
Mrs. H. L. Roberts	240	J. F. Birchim	600
W. D. Roberts	160	Mrs. F.G.Libly	160
W. A. Roberts	120	Wm.H.Birchim	560
W. H. Evans	240	Rolland Walline	335
C. E. Jones	120		
Harriett Jones	300		
Jean Castongne	560		
Mary B. Horton	160		
John Lyon Co.	320		

Bishop, California
August 30, 1924

Board of Public Service Commissioners
Los Angeles, California

Gentlemen:

It is not our purpose in submitting to you the following to attempt to dictate to you a policy in regard to the lands and waters of Owens Valley. It is our intent to state to you concisely the facts as we see them, the conditions as we know them, and appeal to your sense of justice for what we consider no more than a fair deal.

We submit as indisputable facts that as a result of the City's purchases, our property values have depreciated to the vanishing point in so far as any purchaser except the City of Los Angeles is concerned; outside capital is no longer available, renewal of mortgages is no longer possible, the Federal Land Bank refuses, absolutely, to grant further loans; fire insurance companies have cancelled their policies and withdrawn from the field; our rural population is decreasing, farms are deserted; former homes, untenanted, are left to the ravages of the elements; school districts have lapsed, others are going, the number of teachers employed has decreased and some of our best have forsaken the valley on account of it's problematical future.

The City at the present time owns 23% of the stock of the Bishop Creek Ditch Company; it has made inroads in a lesser degree in the other ditches. We feel at any time the City may secure the controlling interest and judging by late events in this locality the minority's position would be far from pleasant.

This, in short, is our position and we feel that the only way to rectify the injury already done is to complete your inferential program of securing control of all river water, and the only way to secure this control with justice to all concerned is by purchase of all lands irrigated, wholly or in part, by river water.

We make this suggestion with the certain knowledge that the Valley farmers are willing and able to give you full value for every dollar you invest, and are willing, if a price cannot be agreed upon, to submit it to a valuation commission agreeable to all concerned.

We are ready to deal with you for the land and water and make immediate delivery of the same. A joint committee from all the ditches is ready to confer with you at once with this end in view.

Very truly yours

H. G. Cashbaugh
President, Bishop Creek Ditch Company

H. G. Cashbaugh
Director

W. A. Compston
Director

Fred Hopham
Director

Thos. A. Williams
Director

W. W. Watterson
Director

Wm. Summers
Director

Bishop, Cal., Aug. 15th, 1924.

BOARD OF PUBLIC SERVICE COMMISSIONERS
CITY OF LOS ANGELES,
Los Angeles, California.

Gentlemen:

It is not our purpose in submitting to you the following to attempt to dictate to you a policy in regard to the lands and water of Owens Valley. It is our intent to state to you, concisely, the facts as we see them, the conditions as we know them, and appeal to your sense of justice for what we consider no more than a fair deal.

We submit as indisputable facts that, as a result of the City's purchases, our property values have depreciated to the vanishing point insofar as any purchaser except the City of Los Angeles is concerned; outside capital is no longer available; renewal of mortgages is no longer possible; the Federal Land Bank refuses absolutely to grant further loans; Fire Insurance Companies have cancelled their policies and withdrawn from the field; our rural population is decreasing; farms are deserted; former homes, untenanted, are left to the ravages of the elements; school districts have lapsed, others are going, the number of teachers employed has decreased, and some of our best have forsaken the valley on account of its problematical future.

The City at the present time owns fifty per cent of the lands of the Owens Valley Irrigation District. Should they gain control of the Irrigation District, judging by late events in this locality, the minority's position would be far from pleasant.

This in short is our position, and we feel that the only way to rectify the injury already done is to complete your inferential program of securing control of all river water, and the only way to secure this control, with justice to all concerned, is by the purchase of all lands irrigated entirely or in part by river water.

We make this suggestion with the certain knowledge that the valley farmers are willing and able to give you full value for every dollar you invest, and are willing, if a price cannot be agreed upon, to submit it to a valuation commission agreeable to all concerned.

We are ready to deal with you for the land and water and make immediate delivery of the same. A joint committee from all the ditches is ready to confer with you at once with this end in view.

Very truly yours,

Earl Keough
President Owens River Canal Co.

W. L. Rowan
Secretary Owens River Canal Co.

Geo L Wallace Director Chas A Partridge
Fred R. Smith Director D M Longyear
J B Collett Director C H Rhodes
R. J. Schober Director
C W Leffingwell Jr. Director

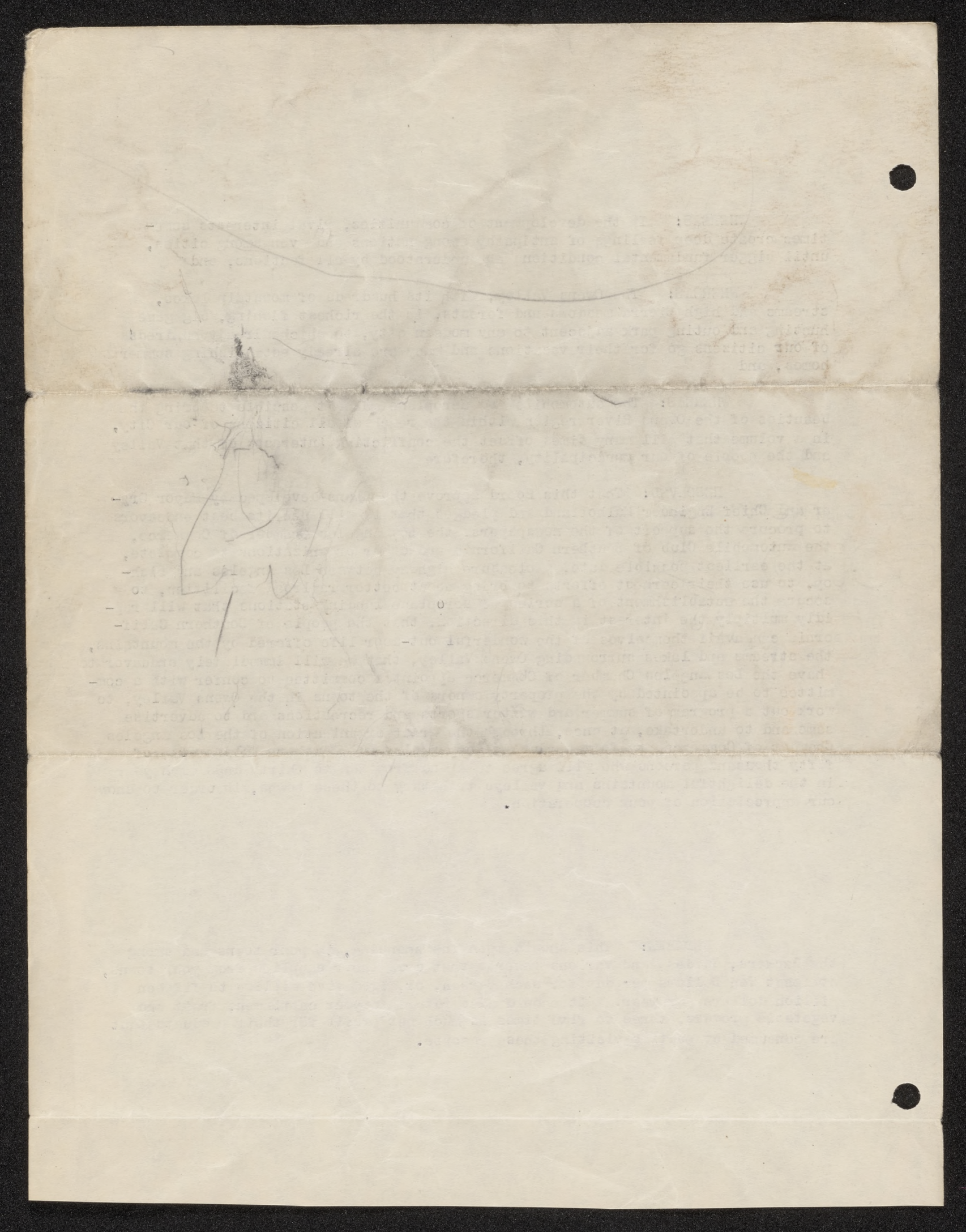
WHEREAS: In the development of communities, rival interests sometimes create deep feelings of antipathy among nations and even among cities, until bigger fundamental conditions are understood by all factions, and

WHEREAS: The Owens Valley, with its hundreds of mountain lakes, streams and high Sierra meadows and forests, is the richest fishing, big game hunting and outing park adjacent to any modern city, to which already hundreds of our citizens go for their vacations and many are already establishing summer homes, and

WHEREAS: The automobile and aeroplane make it possible to bring the beauties of the Owens River region within the reach of all citizens of our City, in a volume that will many times offset the conflicting interests of that Valley and the people of our municipality, therefore

RESOLVED: That this Board approve the plans developed by Mayor Cryer and Chief Engineer Mulholland and pledges that it will use its best endeavors to procure the support of the newspapers, the Los Angeles Chamber of Commerce, the Automobile Club of Southern California and other organizations to complete, at the earliest possible date, a pleasure highway between Los Angeles and Bishop, to use their earnest efforts to bring about better railroad facilities, to secure the establishment of a series of aeroplane landing stations that will rapidly multiply the interest in this direction, that the people of Southern California can avail themselves of the wonderful out-door life offered by the mountains, the streams and lakes surrounding Owens Valley, that we will immediately endeavor to have the Los Angeles Chamber of Commerce appoint a committee to confer with a committee to be appointed by the property owners of the towns in the Owens Valley, to work out a program of summer and winter sports and recreations and to advertise same and to undertake, at once, through the great organization of the Los Angeles Chamber of Commerce, to form a club in Los Angeles and Southern California, of fifty thousand persons who will agree to spend from ten to thirty days each year in the delightful mountains and valleys tributary to these towns, in order to show our appreciation of your cooperation.

REMARKS: This should mean the spending, in your towns and among the Packers, Guides, and various resorts that draw their supplies from your towns, at least Ten Dollars per day for each person, or, from five million to fifteen million dollars per year. It should also return to your cattlemen, fruit and vegetable growers, three to five times as much net profit for their products that are consumed by parties visiting these resorts.



Mineralized Sanitary Invigerating Healthful

KEOUGH HOT SPRINGS

GEO. C. KEOUGH, Proprietor

Situated midway between Bishop and Big Pine at the base of Sierra Nevada Mountains. Elevation 4175 feet

MINERAL WATER, TWO PLUNGES, VAPOR, SHOWER, TUB AND ROMAN BATHS

Bishop, Inyo County, Calif., September 2, 19 24

To the Honorable Board of
Public Service Commissioners,
Los Angeles, California.

Gentlemen:-

In view of the fact that the entire Board of Public Service Commissioners of the City of Los Angeles are to visit Owens Valley this week with the avowed intention of trying to straighten out the controversy between the City and the people here over the water question, and knowing that your honorable Board wishes to get the real facts concerning conditions here as they have been affected by the City's purchases of land and water in this section, I would like to state my own case:

My father, the late P. P. Keough, who was one of the pioneers of this country, purchased in 1919 what is now known as Keough's Hot Springs. Up until the present time between $80,000 and $90,000 have been spent in improving this property and making it a healthful playground for the men, women and children of this Valley, as well as for the people who travel through here. But by far the greatest revenue comes from the local people, 95% of the revenue from the Springs being local.

This program of development would have been continued by me had it not been for the action of the City in purchasing the land and water here that they have, and in that way practically making it impossible for me to do so. During the past two years the business at the Springs has fallen off 40% due to the City's activities in making the purchases they have. This loss is caused from the fact that many people have moved away and the general depression that is now felt in this community where everything is so uncertain as to the future. It is now impossible for me to borrow any money to make these improvements and the decrease in business makes it impossible for me to make them out of the revenues.

The Keough Hot Springs represent more than half the life work of my father and myself and naturally this loss is most disheartening, especially as it comes of no fault of either of us. I sit here today facing nothing but ruin, provided the City keeps pursuing its present tactics in acquiring the land and water here without justly compensating those who lose by it, and feeling, as I do, that it is not the intention of the wonderful

Mineralized Sanitary Invigerating Healthful

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GEO. C. KEOUGH, Proprietor

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MINERAL WATER, TWO PLUNGES, VAPOR, SHOWER, TUB AND ROMAN BATHS

Bishop, Inyo County, Calif., ... 19.....

City you represent to thus ruin people who have helped build up the West and have pioneered through the hard times when this country was in its infancy. I am writing you this letter in the hopes that in some way your honorable Board may see fit not to leave in the wake of the City's purchase of this country a wreck of the people who have helped to make it.

Thanking your honorable Board for the interest they are taking in this matter, and assuring you that we are only too glad that you are making a trip through Owens Valley to see the real conditions as they exist, I remain,

Yours very truly,

Geo. C. Keough

Bishop, Cal., September 6th, 1924.

TO THE MEMBERS OF THE PUBLIC SERVICE COMMISSION
OF THE CITY OF LOS ANGELES,
BISHOP, CALIFORNIA.

Gentlemen:

We, the members of the Club Women's Council, members of the Farm Bureau, wives of members and wives of the business men of Bishop, do respectfully submit to you that we appreciate your sincere desire to settle the differences that exist between the City of Los Angeles and the residents of Owens Valley both speedily and equitably for all parties concerned; that delay in settling this water question is tiresome and unsatisfactory; that you are cognizant of the necessity of a settlement at an early date so that our homes may be preserved and business resumed, and that Los Angeles' water supply be developed without delay.

We therefore urge your honorable body to set an early date at which time we may know, definite and certain, what you have to offer the people of Owens Valley in settlement of this momentous question.

We further urge that you extend an invitation today to the representatives of the various ditch companies to appoint a special committee to meet with you in the City of Los Angeles to assist in working out the details of the policy which shall be agreed upon.

Respectfully,

Rowena M. Vonderheide
Bertha L. Winterton.
Edna L. Butler
Adele Walker
Bessie J. Best

Dear Paul:
Thanks for seeing
this. It is very fine
John S. McGroarty

DR. GEORGE P. CLEMENTS, Manager,
Agricultural Department,
Los Angeles Chamber of Commerce,
Los Angeles, California.

Dear Mr. Clements:

Think of the most scenic part of America and you will visualize that part of the High Sierras stretching from this side of Little Lake to beyond Tioga Pass into the region of Walker River, two hundred miles long and we will say by fifty miles wide, a strip two-thirds the size of Switzerland. In it is five small towns with a population of less than five thousand people.

In that same size territory in Switzerland, there are one hundred and eighty-nine towns with a population in the neighborhood of three million people. These towns make a specialty of entertaining tourists and enjoy their prosperity largely from this source.

In Switzerland, they have thirty lines of railroad, operated largely for tourist travel, covering altitudes up to over 11,000 feet elevation; 2,000 post offices; over 2,000 telegraph offices and about 4,000 miles of State railroad; 40 trunk lines of commercial highways, maintained in splendid condition.

Think of this comparison. We will take that section about Mt. Whitney, comprising the proposed Roosevelt-Sequoia National Park, and compare it with a like section in size of the most scenic part of the Swiss Alps and we find the following comparisons.

In Switzerland, there are 115 mountain peaks, over 11,000 feet high, of which two are over 15,000 feet. Mt. Rosa, the highest in the Swiss Alps, is 15,217 feet. In the proposed Roosevelt-Sequoia National Park, we find 145 mountain peaks over 11,000 feet high of which Mt. Whitney is 14,502 feet, the highest mountain in continental United States

The other comparisons are as follows: -

Swiss Alps.	Proposed Roosevelt-Sequoia National Park.
10 over 14,000 feet	10 over 14,000 feet
26 over 13,000 feet	48 over 13,000 feet
39 over 12,000 feet	52 over 12,000 feet
38 over 11,000 feet	35 over 11,000 feet.

In this same stretch of country are enumerable lakes, unsurpassed forests of beauty, mountain meadows and streams, and this, all in the very back yard of Los Angeles, the greatest tourist city in the world, almost undiscovered, with no better auto road than a desert trail, an impossible railroad that switches you around through the freight-yards of Mohave all night and then gets you out before breakfast to take a narrow gage road which lands you out in the sticks where you scramble for a bus to try to get to a place from where you can look through a pair of field glasses to the most scenic part of America.

Los Angeles has slept on her rights and opportunities so long in regard to this wonderful natural asset that you will see by the enclosed map, (which kindly return to me) that this country is about to be annexed to the Northern part of the State.

The tourists travel across the continent will eventually be brought through the Westguard Pass, taken through the Piute Pass and distributed from Fresno North.

I believe that much of the antagonism which we are receiving in the Owens Valley, in regard to our water supply, is the out-growth of this plan. I have been able to get through a resolution with our Board of Public Service to the effect that they have gone on record approving the improvements of the road and the forming of a club of at least 50,000 who will agree to spend their vacations in the High Sierra Mountains tributary to the Owens Valley.

I believe I can get our Board to get out suitable literature portraying the wonders of this great out-door country from Little Lake to Bishop and if we can get the Chamber of Commerce to go behind this highway from Mohave to Bishop and get immediate action and immediately organize at least a 50,000 club, it may go a long way to winning these people over to Southern California, of which this section is such a vital part, the thought back of it being the hope that we will be able to fill our Acqueduct and have sufficient water in the San Fernando Valley to produce, annually, fifty million dollars worth of perishable soil commodities to supply our growing population and with so much of our garden lands cut up into lots and the older sections being planted out to trees, among which garden products can be no longer grown, this becomes a very pressing necessity for the hot inland valleys of California have shipped their products out of the State before we come on the market. Consequently, if we do not have the water here in this Valley to produce these garden products, Los Angeles will have to import them from great distances and that will cost the City over twice as much annually or more than a hundred million dollars which will not come back into your trade channels here. In addition to that, this will furnish employment for twenty-five thousand families, ultimately, in this intensive production.

I understand that the Los Angeles Chamber of Commerce is a little undecided on this matter, they fearing this might interfere with Arrowhead or the San Bernardino Mountain Resorts. There is no more comparison between the two places than there is between an afternoon tea and a real he-man's outing and we have hundreds of thousands of people that are going into Idaho, Wyoming, Montana and the Canadian Rockies every year and taking millions of dollars from our Southern trade channels, and spending their vacation in a country which I know does not compare with this country in the High Sierras for an enjoyable outing as I have been to the different places.

This year, there has been 144,158 persons who visited the Yellowstone and I know that it is not so accessible to all the people of the United States and that it was much more difficult to get roads into it and through it than it would be to get roads and people into this section of Southern California, so it seems to me that a very meager beginning would

be for the Los Angeles Chamber of Commerce to get back of a program, which would mean putting at least 50,000 additional persons in their next year.

This is the most delightful summer outing section in America and it should be made an all-year-round outing park.

What do you think of taking this matter up with the All-year-round Club? I would like your suggestions and help in this matter as I consider it of very vital importance to Los Angeles and Southern California.

Very truly yours,

WPW:AS
Enclosure 1.

President.

We know with deforestation staring us in the face that the supply of water will not increase. We know that the Los Angeles demand for water does and will increase up to three million (perhaps much more) of population. We know that the new population which increases the demand for water soon creates values assessable at $1000.00 per capita including men, women and children for every one million population gained one billion dollars in taxable property is created which in taxable revenues at present rates amounts to over $37,000,000.00 annually.

Let us keep in mind constantly that if we can adjust the present social disturbances along the line of our headwaters so as to insure the full benefits from the Aqueduct that its builders contemplated and provided for, it means at least another additional million of population for Los Angeles and the aforesaid 37 million of achieved annual tax revenue. We know the next million is ready to come unless some short-sighted step is made by us at this juncture.

When they have come the production of our Valleys, the commerce of our harbors and the wealth of our Cities will make California the most coveted spot on Earth and the Pacific Ocean the field of future contests.

The great water shed adopted by Los Angeles is closely interrelated with the subject of our future defence.

History has its parallels in the walled viaducts of Jerusalem and the canals of Babylon. Our water shed in the High Sierras is the second line of defense, "The Skyline of America" The Gibralter of California.

The most vital part of the City of Los Angeles in protracted trouble, this is better illustrated as you will see by this map of the proposed National Roosevelt Midland Trail with its Areoplane landings every 25 miles apart leading across the continent from Washington D. C. and Newport News through the Westgard Pass into Owens Valley which is not only the water supply base of Los Angeles but the military key to the whole Southland. This national military key road then branches out and leads through the mountain passes to Sacramento, San Francisco, Modesto, Fresno, Bakersfield and down through Valley Basin to Los Angeles. The Military road leading from the Owens Valley to Los Angeles is the only unobstructed auto route to the Coast during the periods of heavy snow fall. So we have been taking the forward look to find a solution to meet all conditions that may arise.

Our committee is not ready to report back to our Board, yet we thought it might be helpful at this time for you to know that we are discussing the far-reaching benefits that would result to the Towns of Owens Valley and the entire Southland, if as has been already hesitantly suggested by some of the Valley people, that they unite in direct political relationship with Los Angeles, which of course would involve some of the proposed financing of there land troubles, etc., etc.,

Speaking of manufacturing, Oregon City, Oregon, has succeeded in securing proper factories for its local wool supply and innumerable other districts have worked out such plans. Conservative men are already making tentative calculations as to the newer forms of transportation both by auto truck and air. The subject of a water supply for this City forces us to a much deeper look into the future than we would ordinarly apply to our daily transactions.

The City of Los Angeles owns unlimited locations for free factory sights with cheap power in Owens Valley. The railroad can be standard gaged from Bishop to Mojave. The City of Los Angeles, if so interested, could greatly aid in bringing about the construction, not only of the road from Mojave to Bishop, but in the construction of the mountain passes and the Midland Trail.

Tourists following this Military road across the dry,arid planes through Westgard Pass would find a new wonderland. They would recreate along the mountain streams and about the wooded lakes and their experience and impressions which they would broadcast East about this wonderland region of Los Angeles would give our City a wider and broader renown and to our title of the World's greatest winter resort City, would be added the renown of summer's snow peaks, tumbling trout streams and wooded lakes, all within the confines and planning and control of one political domain.

If the financial and political basis could be agreed upon, most of the discussed 30,000 acres up there could be purchased, reconditioned and put back into intensive cultivation and vastly more people put back on those 30,000 acres than formerly occupied all the land. Many of the lakes would supply means of additional storage for both water

power and with very little increase in surface evaporation.

The deforestation of the water shed could be lessened. I understand a railroad is now building up the San Juoquine River and is within 30 miles of the very heart of this beautiful section and will soon be hauling out hogs. By such a financial and political undertaking most valuable pumping rights would be procured and 60,000 acre feet of water could be saved out of the 4½ feet per acre allotted by the engineers to the 30,000 acres under discussion.

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Let us keep close counsel, give prayerful thought and use the present opportunity to clear the way for the future.

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FRIEND WM. RICHARDSON
GOVERNOR

State of California
Governor's Office
Sacramento

October 28, 1924.

W. P. Whitsett, President,
Bank of Van Nuys,
Van Nuys, California.

Dear Sir:-

I talked with the secretary of the Highway Commission after your visit to them and he said they were greatly impressed with your statements and your broad understanding of the whole problem.

With kindest regards and thanking you for calling, I am,

Yours sincerely,

F. W. Richardson

November 3, 1924

Mrs. Bessie Taylor Best, President,
Club Women's Council of Bishop,
Bishop, California

Dear Madam:

Your communication of October 27 together with the data covering recreation, sporting and scenic attractions of the Bishop section of the High Sierras and photographs have been most gratefully received.

In the preparation of our Owens Valley booklet, we desire to use most and we hope all of the outline prepared by you, as we believe its high excellence of style and descriptive strength cannot be improved upon.

We most deeply appreciate the invaluable assistance you have so graciously given us.

Very truly yours,

BOARD OF PUBLIC SERVICE COMMISSIONERS

By _____
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Special Committee on Owens Valley Road

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California Federation of Women's Clubs,
1673 Roosevelt Avenue,
Los Angeles, California

Dear Madam:

Your communication of October 28 in which you advise us that your Board heartily commends the project providing for the improvement of the highway from Mojave into and through Owens Valley, has been received.

It will no doubt be of interest to your Board to know that the State Highway Commission, following a hearing given our Committee in San Francisco on October 25, has requested the State Highway engineer to prepare an estimate for taking over for maintenance that portion of the state highway from Mojave to Independence, for inclusion in the budget of 1925.

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Wm. J. Mullgett, Chairman,
Special Committee of Owens Valley Road

November 3, 1924

Mr. Vernon Wilder, President,
Bishop Chamber of Commerce,
Bishop, California

Dear Sir:

Your communication of October 26 together with a most remarkable collection of printed matter relative to the Owens Valley district, has been received.

In the preparation of our Owens Valley booklet, we will no doubt desire to take advantage of your kind offer to supply us with the cuts for a number of the pictures appearing in the publications forwarded to us.

We desire to express to you our deep appreciation of the great assistance you have rendered us in our effort to help acquaint the people of California, in some small way at least, with the matchless beauties of the Owens Valley High Sierras region.

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In that same size territory in Switzerland, there are one hundred and eighty-nine towns with a population in the neighborhood of three million people. These towns make a specialty of entertaining tourists and enjoy their prosperity largely from this source.

In Switzerland, they have thirty lines of railroad, operated largely for tourist travel, covering altitudes over 11,000 feet, 2,000 post offices; over 2,000 telegraph offices, and about 4,000 miles of State railroad; 40 trunk lines of commercial highways, maintained in splendid condition.

In Switzerland, there are 115 mountain peaks over 11,000 feet high. In the proposed Roosevelt-Sequoia National Park there are 145 mountain peaks over 11,000 feet high, of which Mt. Whitney is 14,502 feet, the highest in continental United States. Switzerland has, however, two peaks over 15,000 feet of which Mt. Rosa is the highest with an altitude of 15,217 feet.

The other comparisons are as follows:

Swiss Alps	Proposed Roosevelt-Sequoia National Park
10 over 14,000 feet	10 over 14,000 feet
26 over 13,000 feet	48 over 13,000 feet
39 over 12,000 feet	52 over 12,000 feet
38 over 11,000 feet	35 over 11,000 feet

In our own High Sierra country are over 2,000 lakes, forests unsurpassed in beauty, mountain meadows and streams. And this, all in the very backyard of Los Angeles, almost undiscovered, with no better road than a desert trail, and an impossible railroad that switches you around through the freight yards of Mojave all night and then gets you out before breakfast to take a narrow gage road which lands you in the chaparral to scramble for a bus that you may get to a place from where you can look through a pair of field glasses into this remarkable region. This, mind you, undeveloped in the backyard of the greatest tourist city of the world.

Let us consider some of the mutual community advantages to be gained in the development of this wonderful park region.

In bringing about a permanent, happy relationship between the city of Los Angeles and the towns in the Owens Valley, we should consider the community interests of those towns. The present distress in the Owens Valley has been caused more by 5½-cent beef which was fed in the snow during the long winters, than by any act of the city of Los Angeles. However, the city of Los Angeles has purchased over 100,000 acres of land and in dry years we divert that water from use on those lands for use in this city, decreasing the customers of the town shops in proportion to the unoccupied cattle ranches. There still remain in private ranch holdings over 30,000 acres of splendid land, principally around Bishop, which the city of Los Angeles proposes to leave intact, and eminent engineers report that by friendly co-operation between the people of Owens Valley and the city of Los Angeles, sufficient water can be stored and pumped during any critical dry period to sufficiently irrigate those 30,000 acres and at the same time fill the aqueduct.

Now if the beef, butter, milk, eggs, vegetables and fruits that can be produced on the remaining lands can be consumed by tourists locally at the retail city prices, the revenues derived by the towns' people in furnishing and caring for those tourists will far exceed the net revenues formerly received from the production of all the land.

Fifty thousand tourists will spend for supplies, and among the packers and guides, at least $10 per day. If they stay 10 days it amounts to $5,000,00; 30 days $15,000,000, and with a good road between here and there much of this money will find its way back into the trade channels of Los Angeles. If the Highway Commission will grade and smooth down after the rains this winter that stretch of road across the desert into Owens Valley, they will make it possible for the Los Angeles Chamber of Commerce, with its 12,000 members, the Automobile Club of Southern California, with its 110,000 members, the Board of Public Service, with its consumers and 4,000 employees to put 50,000 or more additional tourists into Owens Valley next year, and this number will increase year by year until the summer attractions of California's High Sierras will be known as far and wide as are her winter recreations.

Most of these tourists who go into Owens Valley will cross over the Tioga Grade and later go through the Piute Pass, visiting the northern parts of the State, and this will be a tremendous factor in settling up the Sacramento and San Joaquin Valleys. Likewise, the people from these great valleys and northern cities, after spending their vacations among the beauties of the Sierras, will visit Southern California, completing the circuit the other way home, for all autoists like to go one way and return another on vacation trips, and while they mingle together, those from the North and those from the South, in God's great out-door domain in the High Sierra Mountains, new friendships will be born and broadened until they will finally encompass the grandeur of California as a whole.

The erosion of ages filled the San Fernando Valley first with boulders and gravel. Afterwards this was silted over with decayed vegetation and leaf mould, forming a garden as level as a billiard table and as fertile as the Nile. It is a mountain valley 750 feet elevation at Van Nuys. The nights are cool and the season late. Its diversified soil products mature after the warmer sea level valleys, the Imperial, San Joaquin and Sacramento have shipped their perishable products from the State. Los Angeles is dependent upon these products at the time they come into fruition in July and August. Formerly these perishable garden products were supplied from Santa Ana, Orange and Whittier, where they were very successfully grown among the young orchard trees, but those trees are now too large to permit of inter cropping and the other garden lands around Florence, Compton, Cudahy, Redondo, Santa Monica and Hollywood have been cut into city lots which have no agricultural production.

With water, these garden lands in the San Fernando Valley have a potential production of more

than $50,000,000 of perishable garden products seasonably needed by Los Angeles. If these products are not produced in the San Fernando Valley they will have to be shipped in from great distances and will cost fully twice as much, or more than $100,000,000 annually, and that money will leave the trade channels of Los Angeles, having a direct effect on the prosperity and commerce of the city. Twenty-five thousand families can be set to work in this production in the San Fernando Valley and that number of families suitable for this work are, no doubt, within the city of Los Angeles needing such employment.

Last year the diversified agricultural products of the San Fernando Valley were around $15,000,000. That diversification is probably the greatest of any similar era in the United States, so I will only touch on one item—poultry. The industry was started at Van Nuys, in 1912; it has grown continuously every year since then and at one time they were shipping eggs as for East as New York City. These eggs topped the market, by superior quality and pack, five or six cents per dozen, and in the neighborhod of fifty cars per year were thus exported. On account of our abundant green feed and mild winter weather we can bring on our flush egg produition here when they are frozen up back East, giving us a marked advantage during the winter months. Last year, however, on account of our rapid growth in population and the diminishing production in other neighboring localities, the city of Los Angeles shipped in $4,000,000 worth of eggs and shipments so far this year would indicate the amount of eggs shipped in will run over $6,000,000 for 1924, inferior to our home products in quality.

One-third the water used to grow the green feed for this poultry and these garden products, in the San fernando Valley, seeps down in the subterranean gravel bed until there has been formed there an underground lake, containing 158,000 acre feet of water. This is sufficient to last the city of Los Angeles for domestic need throughout an entire year without any additional rain. Wells and pumps are now being installed so this water is not only available but the water table controllable. Therefore as a major economic measure that will benefit the whole State, let us all join in building a real highway from Mojave to Bishop. Let us all join in putting at least 50,000 additional tourists into the High Sierras tributary to the Owens Valley this coming season.

We believe the people of those Owens Valley towns will consider these things as acts of friendship that should also:

First—Fill our Aqueduct.

Second—Give Los Angeles a park of greater attraction than the Yellowstone or Yosemite because it is accessible for winter as well as summer sports and make of the Owens Valley towns prosperous and world famous resorts.

Third—Put 25,000 extra families to work in the gardens of the San Fernando Valley.

Fourth—Produce $50,000,000 of garden products.

Fifth—Save to the trade channels of Los Angeles $100,000,000 a year.

Sixth—Keep our underground gravel beds filled with water, which is the only storage without evaporation or stagnation. A pure, dependable water supply at the end of any critical ten-year dry cycle.

Straight Ahead for the Owens Valley

An Address by

W. P. WHITSETT

Before the Directors of

The Los Angeles Chamber of Commerce

November 6th, 1924

ISSUED BY

THE BANK OF VAN NUYS

VAN NUYS, CALIFORNIA

We know, with deforestation staring us in the face, that the supply of water will not increase. We know that the Los Angeles demand for water does and will increase up to three million (perhaps much more) of population. We know that the new population which increases the demand for water soon creates values assessable at $1000 per capita, including men, women and children, for every one million population gained one billion dollars in taxable property is created, which in taxable revenues at present rates amounts to over $37,000,000.00 annually.

Let us keep in mind constantly that if we can adjust the present social disturbances along the line of our headwaters so as to insure the full benefits from the aqueduct that its builders contemplated and provided for, it means at least another additional million of population for Los Angeles and the aforesaid thirty-seven million of achieved annual tax revenue. We know the next million is ready to come unless some short-sighted step is made by us at this juncture.

When they have come the production of our valleys, the commerce of our harbors and the wealth of our cities will make California the most coveted spot on earth, and the Pacific Ocean the field of future contests.

The great water shed adopted by Los Angeles is closely interrelated with the subject of our future defense.

History has its parallels in the walled viaducts of Jerusalem and the canals of Babylon. Our water shed in the High Sierras is the second line of defense, "The Skyline of America" "The Gibralter of California," the most vital part of the City of Los Angeles in protracted trouble.

This is better illustrated as you will see by the map of the proposed National Roosevelt Midland Trail with its aeroplane landings every 25 miles apart, leading across the continent from Washington, D. C., and Newport News, through the Westgard Pass into Owens Valley, which is not only the water supply base of Los Angeles but the military key to the whole southland. This national military key road then branches out and leads through the mountain passes to Sacramento, San Francisco, Modesto, Fresno, Bakersfield and down through Valley Basin to Los Angeles. The military road leading from the Owens Valley to Los Angeles is the only unobstructed auto route to the Coast during the periods of heavy snow fall. So we have been taking the forward look to find a solution to meet all conditions that may arise.

Our Committee is not ready to report back to our Board, yet we thought it might be helpful at this time for you to know that we are discussing the far-reaching benefits that would result to the towns of Owens Valley and the entire southland if, as has been already hesitantly suggested by some of the Valley people, they unite in direct political relationship with Los Angeles; which of course would involve some of the proposed financing of their land troubles, etc., etc.

Speaking of manufacturing, Oregon City, Oregon, has succeeded in securing proper factories for its local wool supply, and innumerable other districts have worked out such plans. Conservative men are already making tentative calculations as to the newer forms of transportation both by auto, truck and air. The subject of a water supply for this city forces us to a much deeper look into the future than we would ordinarily apply to our daily transactions.

The city of Los Angeles owns unlimited locations for free factory sites with cheap power in Owens Valley. The railroad can be standard gauged from Bishop to Mojave. The city of Los Angeles, if so interested, could greatly aid in bringing about the construction not only of the road from Mojave to Bishop, but in the construction of the mountain passes and the Midland Trail.

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Tourists following this military road across the dry, arid plains through Westgard Pass would find a new wonderland. They would recreate along the mountain streams and about the wooded lakes, and their experience and impressions which they would broadcast East about this wonderland region of Los Angeles would give our city a wider and broader renown, and to our title of "The World's Greatest Winter Resort City" would be added the renown of summer's snow peaks, tumbling trout streams and wooded lakes, all within the confines and planning and control of one political domain.

If the financial and political basis could be agreed upon, most of the discussed 30,000 acres up there could be purchased, reconditioned and put back into intensive cultivation, and vastly more people put back on those 30,000 acres than formerly occupied all the land. Many of the lakes would supply means of additional storage for both water and power, and with very little increase in surface evaporation.

The deforestation of the water shed could be lessened. I understand a railroad is now building up the San Joaquin River and is within 30 miles of the very heart of this beautiful section, and will soon be hauling out logs. By such a financial and political undertaking most valuable pumping rights would be procured and 60,000 acre feet of water could be saved out of the 4½ feet per acre allotted by the engineers to the 30,000 acres under discussion.

These 30,000 acres, if properly reconditioned, will produce better crops on 2½ acre feet of water than on the proposed allotment of 4½ acre feet, thus saving 60,000 acre feet. This salvage is alone worth gross through our power drops $..... For domestic use $..... Both combined, $..... Or, if used to replenish the underground storage in the San Fernando Valley, it will irrigate 20,000 acres, producing over $6,000,000 gross in needed agricultural products, and return for irrigation purposes $....., plus power return of $....., and a 1/3 return from the pumps for domestic needs later on in time of greatest need, $....., or a total for these purposes of $..... and, mind you, this annually in perpetuity.

Gentlemen, we are now dealing with the mature financial products and possibilities of a wisely laid project. Looking at the subject in the proper perspective of time, the problems before us are trivial and the opportunity to gain control there, a little forward looking, appears to me as a blessing to the future of the people whose interests we guard, and not a calamity as it is treated by the press.

Let us keep close counsel, give prayerful thought and use the present opportunity to clear the way for the future.

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SUGGESTED NAMES FOR HONORARY COMMITTEE

HIGH SIERRA RECREATION ASSN.

***

GOV. C. C. Young

Lieut. Gov. Carnahan

Horace M. Albright, Sup't Yosemite Nat'l Park

Judge J. S. Dehey, Independence, Inyo Co.

Judge Pat Parker, Bridgeport, Mono Co.

Henry M. Robinson, Chairman of the Board, Security-First Nat'l Bk.

Buron Fitts, District Attorney, L. A. County.

Dr. E. C. Moore, Director U. C. L. A.

Dr. Rufus B. Von Kleinsmid, Pres. University So. Calif.

Geo. L. Eastman

Emerson Spear, Board of Harbor Commissioners

Irving Hellman, Vice-Pres. Bank of America.

W. P. Whitsett, Commissioner of Los Angeles Water & Power Board

Harry Chandler, L. A. Times.

Geo. G. Young, L. A. Examiner

M. A. Dickson, Evening Herald

John G. Bullock, Pres. Bullock's

Russell H. Ballard, So. Calif. Edison Co.

A. M. Chaffey, Pres. Calif. Bank

H. A. Van Norman, L. A. Dept. of Water & Power

Shannon Crandall, Pres. L. A. Chamber of Commerce

C. C. Teague, Santa Paula, Calif.

J. F. Sartori, Pres. Security-First Nat'l Bank.

D. W. Pontius, Pres. Pacific Electric Co.

Alphonzo Bell, Bel-Air Corporation

Clarence A. Barker, Barker Bros.

W. T. Bishop, Pres. Bishop & Co.

Dr. Remsen D. Bird, Pres. Occidental College.

William May Garland

Don Lee

W. D. Longyear, L. A. Security-First Nat'l Bank.

B. H. Dyas, Pres. B. H. Dyas & Co.

Geo. I. Cochran, Pres. Pacific Mutual Life Ins. Co.

R. F. McClellan, Pres. L. A. County Board of Supervisors

Everett Mattoon, L. A. County Counsel

Ben A Meyer, Pres. Union Bank & Trust Co.

Harry Lee Martin, Vice-Pres. Pacific Mortgage Guaranty Co.

Eugene Overton, Attorney, Overton-Lyman & Plumb

James A. Woods, Vice-Pres. Biltmore Hotel

Kennedy Ellsworth, L. A. Junior Chamber of Commerce

James A. Talbot, Pres. Richfield Oil Co.

Walter P. Story

Colonel J. R. White, Sup't Nat'l Park Service

Ben Frank, Ambassador Hotel

Wallace Beery

Will Rogers
J. C. Porter
J. Dabney Day
Frank Meline
Jack Doyle (Sports)
Wm. G. McAdoo
John R. Burton
Douglas Fairbanks, Sr.
P. H. Greer, Pres. Greer-Robbins Co.
W. I. H ollingsworth
C. C. Chapman
J. A. Graves
Orra Monnette, in charge So. Calif Division Bank of Italy
Willis Baer, Vice-Pres. Security-First Nat'l Bank, Pasadena
Mayor Geo. E. Cryer
John D. Fredericks, Attorney
Lee A. Phillips, Vice-Pres. Pacific Mutual Life Ins. Co.
Motley Flint, Vice-Pres. Security-First Nat'l Bank
Wm. D. Stephens Ex-Governor
Edwin L. Hedderly
W. L. Valentine

November 21st, 1924.

GOV. FRIEND WM. RICHARDSON,
Sacramento, California.

Dear Governor:

I wish to convey to you our appreciation of the splendid reception we received by the Highway Commission.

We feel substantial progress is being made and wish to thank you for this splendid interest you have manifest to us in this matter.

Enclosed find copy of an address which I made before the Los Angeles Chamber of Commerce on November 6th.

With kindest personal regards, I beg to remain,

Very truly yours,

WPW:AS
Enc. 1

President.

Straight Ahead for the Owens Valley

An Address by
W. P. WHITSETT
Before the Directors of
The Los Angeles Chamber of Commerce
November 6th, 1924

ISSUED BY
THE BANK OF VAN NUYS
VAN NUYS, CALIFORNIA.

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10 over 14,000 feet	10 over 14,000 feet
26 over 13,000 feet	48 over 13,000 feet
39 over 12,000 feet	52 over 12,000 feet
38 over 11,000 feet	35 over 11,000 feet

In our own High Sierra country are over 2,000 lakes, forests unsurpassed in beauty, mountain meadows and streams. And this, all in the very backyard of Los Angeles, almost undiscovered, with no better road than a desert trail, and an impossible railroad that switches you around through the freight yards of Mojave all night and then gets you out before breakfast to take a narrow gage road which lands you in the chaparral to scramble for a bus that you may get to a place from where you can look through a pair of field glasses into this remarkable region. This, mind you, undeveloped in the backyard of the greatest tourist city of the world.

Let us consider some of the mutual community advantages to be gained in the development of this wonderful park region.

In bringing about a permanent, happy relationship between the city of Los Angeles and the towns in the Owens Valley, we should consider the community interests of those towns. The present distress in the Owens Valley has been caused more by 5½-cent beef which was fed in the snow during the long winters, than by any act of the city of Los Angeles. However, the city of Los Angeles has purchased over 100,000 acres of land and in dry years we divert that water from use on those lands for use in this city, decreasing the customers of the town shops in proportion to the unoccupied cattle ranches. There still remain in private ranch holdings over 30,000 acres of splendid land, principally around Bishop, which the city of Los Angeles proposes to leave intact, and eminent engineers report that by friendly co-operation between the people of

Owens Valley and the city of Los Angeles, sufficient water can be stored and pumped during any critical dry period to sufficiently irrigate those 30,000 acres and at the same time fill the aqueduct.

Now if the beef, butter, milk, eggs, vegetables and fruits that can be produced on the remaining lands can be consumed by tourists locally at the retail city prices, the revenues derived by the towns' people in furnishing and caring for those tourists will far exceed the net revenues formerly received from the production of all the land.

Fifty thousand tourists will spend for supplies, and among the packers and guides, at least $10 per day. If they stay 10 days it amounts to $5,000,00; 30 days $15,000,000, and with a good road between here and there much of this money will find its way back into the trade channels of Los Angeles. If the Highway Commission will grade and smooth down after the rains this winter that stretch of road across the desert into Owens Valley, they will make it possible for the Los Angeles Chamber of Commerce, with its 12,000 members, the Automobile Club of Southern California, with its 110,000 members, the Board of Public Service, with its consumers and 4,000 employees to put 50,000 or more additional tourists into Owens Valley next year, and this number will increase year by year until the summer attractions of California's High Sierras will be known as far and wide as are her winter recreations.

Most of these tourists who go into Owens Valley will cross over the Tioga Grade and later go through the Piute Pass, visiting the northern parts of the State, and this will be a tremendous factor in settling up the Sacramento and San Joaquin Valleys. Likewise, the people from these great valleys and northern cities, after spending their vacations among the beauties of the Sierras, will visit Southern California, completing the circuit the other way home, for all autoists like to go one way and return another on vacation trips, and while they mingle together, those from the North and those from the South, in God's great out-door domain in the High Sierra Mountains, new friendships will be born and broadened until they will finally encompass the grandeur of California as a whole.

The erosion of ages filled the San Fernando Valley first with boulders and gravel. Afterwards this was silted over with decayed vegetation and leaf mould, forming a garden as level as a billiard table and as fertile as the Nile. It is a mountain valley 750 feet elevation at Van Nuys. The nights are cool and the season late. Its diversified soil products mature after the warmer sea level valleys, the Imperial, San Joaquin and Sacramento have shipped their perishable products from the State. Los Angeles is dependent upon these products at the time they come into fruition in July and August. Formerly these perishable garden products were supplied from Santa Ana, Orange and Whittier, where they were very successfully grown among the young orchard trees, but those trees are now too large to permit of inter cropping and the other garden lands around Florence, Compton, Cudahy, Redondo, Santa Monica and Hollywood have been cut into city lots which have no agricultural production.

With water, these garden lands in the San Fernando Valley have a potential production of more

than $50,000,000 of perishable garden products seasonably needed by Los Angeles. If these products are not produced in the San Fernando Valley they will have to be shipped in from great distances and will cost fully twice as much, or more than $100,000,000 annually, and that money will leave the trade channels of Los Angeles, having a direct effect on the prosperity and commerce of the city. Twenty-five thousand families can be set to work in this production in the San Fernando Valley and that number of families suitable for this work are, no doubt, within the city of Los Angeles needing such employment.

Last year the diversified agricultural products of the San Fernando Valley were around $15,000,000. That diversification is probably the greatest of any similar era in the United States, so I will only touch on one item—poultry. The industry was started at Van Nuys, in 1912; it has grown continuously every year since then and at one time they were shipping eggs as for East as New York City. These eggs topped the market, by superior quality and pack, five or six cents per dozen, and in the neighborhod of fifty cars per year were thus exported. On account of our abundant green feed and mild winter weather we can bring on our flush egg produition here when they are frozen up back East, giving us a marked advantage during the winter months. Last year, however, on account of our rapid growth in population and the diminishing production in other neighboring localities, the city of Los Angeles shipped in $4,000,000 worth of eggs and shipments so far this year would indicate the amount of eggs shipped in will run over $6,000,000 for 1924, inferior to our home products in quality.

One-third the water used to grow the green feed for this poultry and these garden products, in the San fernando Valley, seeps down in the subterranean gravel bed until there has been formed there an underground lake, containing 158,000 acre feet of water. This is sufficient to last the city of Los Angeles for domestic need throughout an entire year without any additional rain. Wells and pumps are now being installed so this water is not only available but the water table controllable. Therefore as a major economic measure that will benefit the whole State, let us all join in building a real highway from Mojave to Bishop. Let us all join in putting at least 50,000 additional tourists into the High Sierras tributary to the Owens Valley this coming season.

We believe the people of those Owens Valley towns will consider these things as acts of friendship that should also:

First—Fill our Aqueduct.

Second—Give Los Angeles a park of greater attraction than the Yellowstone or Yosemite because it is accessible for winter as well as summer sports and make of the Owens Valley towns prosperous and world famous resorts.

Third—Put 25,000 extra families to work in the gardens of the San Fernando Valley.

Fourth—Produce $50,000,000 of garden products.

Fifth—Save to the trade channels of Los Angeles $100,000,000 a year.

Sixth—Keep our underground gravel beds filled with water, which is the only storage without evaporation or stagnation. A pure, dependable water supply at the end of any critical ten-year dry cycle.

Public copy Senate

BE IT ENACTED by the Senate and House of Representatives of the United States of America in Congress assembled.

That for the purpose of regulating, controlling, conserving and equating the flow of the waters of the lower Colorado River, and for the purpose of protecting from and preventing floods in the Imperial and Palo Verde Valleys in California, and the Yuma Valley, the Yuma Reclamation Project and the Parker Indian Reservation in Arizona, the Secretary of the Interior is hereby authorized, empowered and directed to construct, operate and maintain in and across the Colorado River at some appropriate point at or near Boulder Canyon to be determined by the Secretary, an impounding dam of sufficient height therefor, and such incidental and appurtenant works as in the judgment of the Secretary of the Interior may be necessary or advisable for the purposes aforesaid.

Sec.2. There is hereby appropriated and made available until expended, out of any moneys in the Treasury not otherwise appropriated, the sum of Thirty Million Dollars, or so much thereof as may be necessary to be expended by and under the supervision of the Secretary of the Interior in the construction of works hereinabove provided for. The Secretary of the Treasury is hereby authorized on request of the Secretary of the Interior to transfer from time to time to the credit of the Reclamation Fund created by the Act of Congress approved June 17th, 1902, entitled, "An Act appropriating the receipts from the sale and disposal of public lands in certain states and territories to the construction of irrigation works for the reclamation of arid lands", and acts amendatory thereof or supplemental thereto, such sum or sums not exceeding inthe aggregate the amount above appropriated, as the Secretary of the Interior may deem necessary for the construction of said dam, and works incidental thereto; provided, no portion of said Reclamation Fund other than the amounts herein appropriated shall be used to pay the cost of said works.

Sec. 3. The Secretary of the Interior is hereby authorized to perform any and all acts, and to make such rules and regulations, as may be necessary and proper for the purpose of carrying the provisions of this Act into full force and effect.

Sec. 4. All rights obtained under this Act to the use of the water from said dam by any entryman or purchaser for irrigation or domestic use, or by any licensee for electric power, shall be subject to the provisions of the Colorado River Compact, negotiated at Santa Fe, New Mexico, dated November 24, 1922, and on file with the Department of State, and a stipulation so providing shall be included in every grant, patent, license, contract, or other agreement affecting water or power rights, made or executed under the provisions of this Act.

Sec. 5. Nothing contained in this Act shall be construed as limiting, diminishing, or in any manner interfering with any vested rights of any states or of the citizens of any states, to the use within the Colorado River watershed of the waters of said Colorado River, or its tributaries.

DEC 10 1924
S. B. N.

COPY

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DEPARTMENT OF PUBLIC SERVICE
OF THE
CITY OF LOS ANGELES

207 SOUTH BROADWAY
TELEPHONE METPOLTN 4200

IN REPLY REFER TO
DISTRICT OFFICE
VAN NUYS CALIFORNIA

Los Angeles, California
December 10, 1924.

Mr. William P. Whitsett,
Van Nuys, California.

Dear Sir:

Please take notice that there will be a special meeting of the Board of Public Service Commissioners held at the office of the Board, 602 Public Service Building, at 9 o'clock A.M. on Thursday, December 11, 1924 for the purpose of taking action relative to questions pertaining to the Boulder Canyon progress. It is earnestly requested that each member be present, if possible.

By order of the President.

JPV:B

(SIGNED) Jas. P. Vroman
Secretary

DEPARTMENT OF PUBLIC SERVICE
OF THE
CITY OF LOS ANGELES

207 SOUTH BROADWAY
TELEPHONE METPOLTN 4200

IN REPLY REFER TO
DISTRICT OFFICE
VAN NUYS CALIFORNIA

December 13, 1924.

An acre foot of water used through the Power-house will generate about $6.00 worth of electricity.

The surface evaporation on Haiwee Reservoir amounts to six feet per annum.

The average consumption of irrigation water in San Fernando Valley is 90 second feet continuous flow.

The retail value of an acre foot of water for irrigation purposes is $6.00 per acre foot.
The retail value of
An acre foot of water for domestic purposes is about $25.00.

The average consumption of irrigation water is about one and a half acre feet per year.

KELLOW & BROWN LITHO. L.A.

DEPARTMENT OF PUBLIC SERVICE

CITY OF LOS ANGELES

METROPOLITAN 4200

BUREAU OF WATER WORKS & SUPPLY
WM. MULHOLLAND, Chief Engineer

207-9-11 SO. BROADWAY

BUREAU OF POWER & LIGHT
E.F. SCATTERGOOD, Chief Electrical Engineer

OFFICERS:
R. F. DEL VALLE
PRESIDENT
JAS. P. VROMAN
SECRETARY
L. M. ANDERSON
CONTROLLER

COMMISSIONERS:
JAMES B. BAKER
WILLIAM P. WHITSETT
R. F. DEL VALLE
C. A. DYKSTRA
JOHN R. HAYNES

Los Angeles, Calif., December 18, 1924.

Mr. Wm. P. Whitsett,
Van Nuys, California.

Dear Sir:-

Please take notice that there will be a Special Meeting of the Board of Public Service Commissioners, held at the office of the Board, No. 604 Public Service Building, at 9:00 o'clock A.M. on Friday, December 19, 1924, for the purpose of taking action on questions pertaining to the Boulder Canyon Dam Project.

By Order of the President.

Respectfully submitted,

Jas P Vroman
Secretary.

JPV/GC

RESOLVED, that the Board of Public Service Commissioners of Los Angeles, California, having charge of the water and power utilities of this city, does hereby oppose and strongly urge defeat of the Fredericks Bill, H. R. 10723, just introduced, for the following reasons:

1. Said bill provides for an unnecessary appropriation of $30,000,000 by Congress. This charge on the Federal Treasury has no justification. The high dam, as provided for by the Swing-Johnson bill now pending in Congress, would pay for itself out of power development revenues.

2. Said bill will not assist the communities of Southern California in developing an additional, reliable domestic water supply and the necessary power to pump this water.

3. Said bill makes impossible the development of additional agricultural lands in the United States, and at the same time opens the way for much greater development of Mexican lands at the expense of American farmers.

4. Said bill, under guise of flood protection, would betray the highest interests of millions of people in the Great Southwest into the hands of a private power monopoly.

5. Said bill is contrary in principle to the recommendations of the Reclamation Service and the Department of the Interior made after an investigation costing $300,000.

6. Said bill only serves to delay the Swing-Johnson bill, which has been approved by the overwhelming public sentiment of the Southwest and in harmony with which the City of Los Angeles has voted four to one to authorize its public officials to enter into contract with the Federal Government for its allotted share of power.

I HEREBY CERTIFY, that the foregoing is a full, true and correct copy of a resolution adopted by the Board of Public Service Commissioners of the City of Los Angeles, at its meeting held on December 19, 1924.

Jas. P. Vroman
Secretary.

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Secretary.

28296 9-23 5M

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SACRAMENTO

December 24, 1924.

Board of Public Service Commissioners,
Los Angeles, California.

Gentlemen:

On behalf of the people of Owens Valley:

"The proposition tendered the people of Owens Valley by your Board of leaving 30,000 acres of land under cultivation in the northern part of the valley with a guaranteed water supply is acceptable providing proper reparations are made to cover the damages suffered by the property holders in the valley.

FIRST - We will accept this offer if the City of Los Angeles will pay $5,300,000.00 to be used for reparations and to compensate the owners for shrinkage in values and reimburse property owners for like shrinkage in the five towns of Bishop, Laws, Big Pine, Independence, and Lone Pine. While this amount will not fully cover the losses, it will be acceptable and in return therefor the City will have a free hand in all storage matters on the Owens River, so far as our people are concerned, for power and water and for all necessary pumping rights in the Bishop Basin, or

SECOND - If the first proposition is not acceptable, we will sell all remaining farm lands in the Irrigation District excepting approximating 2200 acres, known as the Beckman Ranch near Big Pine, which would have to be dealt for separately, for a price of $12,000,000.00. Of this amount approximately $6,500,000.00 will be used for land and water purchases from the farmers and $5,500,000.00 for reparations to be used as indicated in the first proposition. This will leave the City with a free hand in storage matters and for pumping from the Bishop area as in the first proposition, or

THIRD - In event neither the First nor the Second proposition be acceptable, we will leave the question of values and reparations to a disinterested board of appraisers or arbitrators, both sides to bind themselves to accept their findings as final, whether the amount be above or below $12,000,000.00."

Very truly yours,

W. A. McClure

State Engineer
for the people of Owens Valley.

28296 9-23 5M

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SACRAMENTO

December 26, 1924.

Mr. W. P. Whitsett,
6619 Sherman Way,
Van Nuys, Cal.

Dear Sir:

I am enclosing for your information a copy of letter going today to the Board of Public Service Commissioners of the City of Los Angeles.

Very truly yours,

W. F. McClure

State Engineer.

In the memory of Man's experiences, there is none that stamps itself so indelibly upon the mind as a contact with Nature's great out-of-doors, -- none that leaves such lingering impressions, -- none that gives greater pleasure. A renewal of our acquaintance with the mountains, the streams, the meadows, God's great out-of-doors, is a tonic that should be taken regularly by all of us. Looking backward over the years of my boyhood, the recollections that stand uppermost in my mind are of the hours spent dangling a fishline in a babbling brook, or lying beneath a great pine, listening to the droning bees, or the saucy chatter of a blue-jay -- lulled to sleep by the whispering pines and a soft breeze, laden with a smell of mountain sage; or rambling over a brushy hillside with a .22 rifle tucked beneath my arm.

We who live in the city amid the clatter-wheels of traffic and engaged in a continual rush to get somewhere MUST get relief from our work-a-day world. Where can one find greater relief than on the pine-clad shores of some secluded mountain lake, or on the banks of a rushing, snow-fed mountain stream, or in the solitude of a grassy meadow with towering snow-topped crags on every side?

Can you picture in your minds a rugged mountain area less than 15 miles square containing more than 100 lakes, numerous mountain streams, and peaks towering to nearly 14,000 feet.

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Can you picture in your minds a rugged mountain area less than 15 miles square containing more than 100 lakes, numerous mountain streams, and peaks towering to nearly 14,000 feet.

I doubt if you can adequately paint such a picture in your minds. But just such a heavenly vacation spot exists today in the very back-yard of Los Angeles, a place that can be reached in less than three hours by air-plane from this city. A place that could be cut from the scenic heart of the High Sierras, in which there are more lakes and more mountain peaks of a greater average height than can be found in the most scenic part of the same sized territory in both Switzerland and the Canadian Rockies combined.

What a paradise for a week-end trip, if it were accessible -- what a spot for one's week's vacation, if only it were possible to penetrate into these mountain fastesness, now only accessible by mule trails.

It is an area such as this that we should have for a state park, with adequate highways, airplane landing fields and accommodations that would attract nation-wide attention among tourists. Governor Young has recently appointed the State Park Commission, authorized by a new law. The Board of five men, two of whom reside in Southern California, has already undertaken a survey of suitable park sites.

The voters of California will vote next year on a proposal to raise a bond issue of $6,000,000 to help establish these parks. Only projects approved by state authority, as to area, character and adaptibility, can be dedicated as state parks. Half of the cost, and no more, will be bourne by the State. The other half must be provided otherwise,-- thus far the only method suggested is by public subscription.

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TO THE MEMBERS OF THE LOS ANGELES WATER BOARD,
THE PRESS OF LOS ANGELES,
THE PRESS OF CALIFORNIA.

By HARRY A. GLASSCOCK,
EDITOR OF THE OWENS VALLEY HERALD,
BISHOP, CALIFORNIA.

Last Saturday the newspapers of Los Angeles carried a story to the effect that the Water Board of Los Angeles had under consideration the arrest of Harry A. Glasscock, Editor of the Owens Valley Herald, Bishop, California, for criminal libel, because of articles and cartoons he had published about the Los Angeles Water Board. It might be well to state here that the Owens Valley Herald is owned, edited and its policy is absolutely controlled by myself, despite efforts of the Water Board to make people believe otherwise.

This is merely the culmination of what I know is a just fight in which I have had a part during the last three years. This fight is being made by the people of Owens Valley, whose future has been ruined and whose homes have been broken up by the disgraceful methods used by the Water Board in connection with this entire matter.

It is certainly tragic to see a big city like Los Angeles browbeaten into submission by a small bunch of incompetents who becloud the real issues at stake. But you cannot make a silk purse out of a sow's ear, neither can you put any heart into a bunch of public officials who have prostituted the name of Los Angeles and the name of California like the present Los Angeles Water Board and its hirelings have done. In order to cover up their inefficiency

they throw out a smoke screen to try and make a personal issue of this matter. Neither the Water Board nor any individual on earth has a right to jeopardize the welfare of a million people, and generations yet unborn, by such tactics.

The Water Board of Los Angeles has claimed that the District Attorney's office and Sheriff's office in Inyo County are controlled by me. That is the excuse they give for not having me prosecuted, in spite of the fact that certain members of their organization have recommended that it be done. They also claim that I cannot be convicted in Inyo County.

Fine and dandy.

The case can be tried in Los Angeles County and if found guilty, by representative Los Angeles citizens, I must pay the penalty - and I should.

The statement that I in any way control the District Attorney's or the Sheriff's office in Inyo County is a barefaced lie.

Both the Sheriff and District Attorney have used every effort to bring to trial people in Inyo County who have been accused of having any hand in the so-called lawless events there during the past three years. In this work they have never received any aid from the Water Board nor from any of its hired detectives, although such help has been requested by officials in Inyo County.

There must be a reason - and there is.

The Water Board is afraid to have the real facts about Owens Valley known.

If the members of the Board had one bit of manhood in

their make-up, they would welcome a complete public investigation of their affairs in Owens Valley; but that manhood is one thing they lack. They will continue to hide behind their smoke screen of lying propaganda and continue to be a disgrace to their city and to the whole state.

A little direct action by Mayor Cryer would remedy this entire situation but the Mayor appears to be lacking the moral stamina to protect the good name of his city. He should force from office a group of traitors like the members of the Water Board and cast into oblivion this bunch who have disgraced the name of Los Angeles.

In the final analysis of the entire situation we find merely a little coterie of tin-horn politicians -- mentally weak and morally weaker, cruel, heartless, merciless and soulless -- who through their gross incompetency have brought about the greatest tragedy this state has ever known.

With it all they are afraid to carry out their threat to have me arrested for criminal libel, because if they do, the facts in the matter will then be given to the entire world and the people will be able to judge whether or not the members of the Water Board have proven untrue to one of the greatest responsibilities that was ever placed on the shoulders of public servants.

I defy them.

Harry A. Blasscock

Take the map of the MT. GODDARD QUADRANGLE of the U. S. Geological Survey.

Look for the crest of the Sierra Nevada Range indicated by a tortuous, broken black line, which serves also as a county line.

At a point half way between the upper and lower edges of the Map will be found PIUTE PASS.

Follow the crest along southerly to MT. FISKE,- thence follow the GODDARD DIVIDE southwesterly to MT. REINSTEIN, thence follow LE CONTE DIVIDE northwesterly to junction of South Fork of the San Joaquin River and Piute Creek, east of Blaney Meadows, thence northeasterly along PIUTE CREEK and FRENCH CANYON, including both in the Park area, to PINE CREEK PASS, thence swinging easterly and southerly along the Sierra Crest, passing Four Gables and Mt. Humphries to PIUTE PASS, point of beginning.

x x x x x x x x x x x x

This area is irregular, elliptical shape, with extreme approximate measurements of about 15 miles north and south and about 8 miles east and west.

Distant about 40 miles south of the south boundary of YOSEMITE NATIONAL PARK, and about 32 miles north of the north boundard of SEQUOIA NATIONAL PARK.

It is bisected northwesterly and southeasterly by the celebrated JOHN MUIR TRAIL connecting Yosemite and Mount Whitney. Blaney Meadows will soon be made a large lake several miles in length, by a Hydro Electric Power Company.

The area mentioned is ideal for a STATE PARK. It comprises a large lake region, has LITTLE GRAZING TERRITORY, and PRACTICALLY NO TIMBER OF COMMERCIAL VALUE.

I am thoroly familiar with the region by personal reconnoissance and know whereof I speak.

Within the area are 7 mountain Peaks over 13,000 feet high and 8 over 12,000 feet high, all bearing distinctive names. It is a wonderful fishing region. Piute Pass affords an open passage over the mountain summit and ultimately a highway will cross at this point. Between an automobile road on the west side of the Sierras and an automobile road on the east side of the Sierras, there is now measured IN AIR LINE ONLY A GAP OF 14 MILES.

x x x x x x x x x x x x

We were speaking of the Canadian Rockies. The people up there are mountain poor. They have one mountain - Mt.Robson, 13,068 feet high.

From the Mission near Vancouver to Cochrane in the east a distance of 577 miles, including an area of 12 miles each side of the Canadian Pacific Railway is the scenic Canadian Rockies (13,848 square miles), and British Columbia has one mountain 13,068 feet high. No wonder they boast of it, - it is the only one they have.

Take the map of the MT. GODDARD QUADRANGLE of the U. S. Geological Survey.

Look for the crest of the Sierra Nevada Range indicated by a tottuous, broken black line, which serves also as a county line.

At a point half way between the upper and lower edges of the Map will be found PIUTE PASS.

Follow the crest along southerly to MT. FISKE,- thence follow the GODDARD DIVIDE southwesterly to MT. REINSTEIN, thence follow LE CONTE DIVIDE northwesterly to junction of South Fork of the San Joaquin River and Piute Creek, east of Blaney Meadows, thence northeasterly along PIUTE CREEK and FRENCH CANYON, including both in the Park area, to PINE CREEK PASS, thence swinging easterly and southerly along the Sierra Crest, passing Four Gables and Mt. Humphries to PIUTE PASS, point of beginning.

x x x x x x x x x x x x

This area is irregular, elliptical shape, with extreme approximate measurements of about 18 miles north and south and about 8 miles east and west.

Distant about 40 miles south of the south boundary of YOSEMITE NATIONAL PARK, and about 32 miles north of the north boundard of SEQUOIA NATIONAL PARK.

It is bisected northwesterly and southeasterly by the celebrated JOHN MUIR TRAIL connecting Yosemite and Mount Whitney. Blaney Meadows will soon be made a large lake several miles in length, by a Hydro Electric Power Company.

The area mentioned is ideal for a STATE PARK. It comprises a large lake region, has LITTLE GRAZING TERRITORY, and PRACTICALLY NO TIMBER OF COMMERCIAL VALUE.

I am thoroly familiar with the region by personal reconnoissance and know whereof I speak.

Within the area are 7 mountain Peaks over 13,000 feet high and 8 over 12,000 feet high, all bearing distinctive names. It is a wonderful fishing region. Piute Pass affords an open passage over the mountain summit and ultimately a highway will cross at this point. Between an automobile road on the west side of the Sierras and an automobile road on the east side of the Sierras, there is now measured IN AIR LINE ONLY A GAP OF 14 MILES.

x x x x x x x x x x x x

We were speaking of the Canadian Rockies. The people up there are mountain poor. They have one mountain - Mt.Robson, 13,068 feet high.

From the Mission near Vancouver to Cochrane in the east a distance of 577 miles, including an area of 12 miles each side of the Canadian Pacific Railway is the scenic Canadian Rockies (13,848 square miles), and British Columbia has one mountain 13,068 feet high. No wonder they boast of it, - it is the only one they have.

The Canadian Rockies advertise to the touring world 46 peaks over 11,000 feet high, of which one is 13,068 ft. and 3 are over 12,000 feet. I have the name and height of each mountain. These are the known peaks in the Canadian Rockies, from official sources.

x x x x x x x x x x x x

In the Sierra Nevada rectangle of 3,920 square miles, in the northern half of which is included the whole of the State Park we were discussing, there are 145 peaks over 11,000 feet high, of which 52 are over 12,000 ft. 48 are over 13,000 ft. and 10 are over 14,000 ft.

I have the name and height of each, so I am not speaking at random.

THIS GREAT SCENIC REGION IS AN IDLE AND UNDEVELOPED ASSET OF OWENS VALLEY.

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THIS GREAT SCENIC REGION IS AN IDLE AND UNDEVELOPED ASSET OF OWENS VALLEY.

Owens Valley

and the

Los Angeles Aqueduct

Fame of the Los Angeles aqueduct has spread round the world. When it was completed in 1913, it was heralded as one of the boldest projects in the annals of engineering. Mountain ranges had been pierced, forbidding deserts spanned, to bring water over a distance of 250 miles and make possible the amazing growth of this City.

With its intake in Owens Valley, the aqueduct's source of water supply is the Owens River, which in turn is fed by the melting snows of the High Sierras towering above the Valley floor.

Los Angeles citizens and those in charge of the operation of the aqueduct have always had the kindliest feelings toward the residents of Owens Valley. Every effort has been made by aqueduct officials to deal fairly and generously with them.

Then suddenly there arose in Owens Valley charges against the aqueduct and its management. City agents, it was alleged, were devastating Owens Valley, were "beating down" land values and bringing financial ruin in that region.

Is there foundation for these accusations?

The manner in which Los Angeles has dealt with Owens Valley is clearly and concisely stated in this pamphlet. The reader may judge for himself.

Issued January, 1925, by the

Department of Public Service

City of Los Angeles

Where the Aqueduct Begins

OWENS VALLEY is situated in the central eastern section of California, its most southerly point being about 200 miles north of Los Angeles. With the Sierra Nevada Mountains on the west and the White and Inyo Mountains on the east, it is approximately 100 miles in length and varies in width, roughly, from 5 to 15 miles.

Owens Valley has a total population of about 8,000, including the residents of its four principal towns, Lone Pine, Independence, Big Pine and Bishop.

Down through Owens Valley flows the Owens River, fed by the melting snows in the High Sierras and finally, unless diverted, emptying into Owens Lake, where prior to the construction of the aqueduct, the water was lost to all agricultural and domestic use.

Originally devoted, in its earliest settlement days, to mining activities, Owens Valley's three principal sources of revenue today are the mountain tourist trade, agriculture and business growing out of the operation of the aqueduct.

Although the Valley comprises several hundred square miles of territory, only a fraction of the land is used, or ever was used, for agricultural purposes. The greater part of the land is not adaptable to farming either because of the nature of the soil or because it cannot be economically irrigated.

Ranchers Have Ample Water

THE charge has been made that the City in securing water to supply its aqueduct has "dried up" Owens Valley ranches. **This charge is absolutely false.**

Where the City has purchased water bearing land adjoining privately owned land, the rancher, without a single exception, has continued to divert his full share of water.

As a matter of fact, it would be a physical impossibility for the City to take water belonging to a privately owned ranch irrigated from Owens River. **All the privately owned irrigated land in Owens Valley watered from Owens River is ABOVE the point on the river where water is diverted into the aqueduct.** Thus the ranchers have the opportunity to take their share of water before any water is delivered to the aqueduct intake.

Owens Valley ranchers have not only used all the water to which they have a right, but have also unlawfully appropriated large quantities of water belonging to the City. Seeking to safeguard the aqueduct water supply for the people of Los Angeles, the Public Service Department in 1923 and 1924 purchased tracts of water bearing land along Owens River at a total cost of almost $4,000,000. **Little if any water belonging to these purchased lands has reached the aqueduct, because the ranchers have diverted all the water to their lands, the City's water as well as their own.**

Unlawful diversion by ranchers of City-owned water has greatly increased their supply of irrigation water.

Thus the purchase of water lands by the City has actually been made to increase the Owens Valley ranchers' irrigation supply, rather than in any way diminish that supply. **The proof of this is revealed by the fact that Owens Valley ranchers, irrigating from Owens River, obtained practically a normal water supply throughout 1924, despite the record breaking drought general throughout the West.**

Water Supply for 2,000,000

UTTERLY disregarding truth in a deliberate attempt to injure Los Angeles, Owens Valley spokesmen have spread the false report that Los Angeles was "strangled" by a "water famine" last summer. This is being done to make it appear that the City should purchase all the remaining water lands in the Valley and thus secure additional water.

Residents of this city know that **Los Angeles did not suffer even a curtailment of use of domestic water last summer.** In fact, Los Angeles was one of the few cities of the entire country that passed through the general drought period without any sort of a domestic water shortage.

The City's water bureau records disclose that during 1924 Los Angeles people consumed each day an average of 121,500,000 gallons of water, as compared with an average daily consumption of 109,000,000 gallons during 1923. **This reveals that instead of having less water, Los Angeles people were using 12,500,000 gallons MORE each day than during the previous year.**

The aqueduct has capacity to supply water for 2,000,000 population. Water lands and water rights in Owens Valley amply sufficient to fill the aqueduct to capacity **have already been bought and paid for** by the City of Los Angeles. This is not merely the statement of an opinion. **It is a statement of fact, based upon careful, authoritative studies and measurements made by the most eminent water engineers in the country.**

Early Attempts to Settle

FOR more than 10 years officials of the Los Angeles water bureau have endeavored to work out a permanent water policy in Owens Valley that would be acceptable and beneficial to the land owners.

In 1914 City officials opened negotiations with a view to establishing such policy. The ranchers asked for time to make certain stream flow measurements along Owens River. These operations continued until 1921.

In 1921 the City submitted another proposed agreement based on data collected by the City and the Valley. Under this plan the City offered to construct a 100-foot dam in Owens River gorge, thus creating a storage reservoir above Owens Valley. **Construction of this project would have benefited the ranchers far more than the City since the City already possessed adequate reservoir capacity along the aqueduct below the ranchers' lands.**

A majority of the ranchers favored this plan. Others insisted that the City build a dam 150 feet high, which theoretically would store more water than the lower structure. The City could not agree to this demand since engineering studies had revealed that **above the 100-foot line the reservoir walls behind the dam were so porous that water stored higher than 100 feet would be lost through leakage.**

When the City started preliminary work on a 100-foot dam to store water, **largely for the benefit of the ranchers,** the landowners demanding the 150-foot dam instituted injunction proceedings in court and all work on the storage project was halted.

All negotiations looking to a general settlement of water rights have been seriously hampered by local controversies among the ranchers. These disputes have, in the main, sprung out of conflicting water claims among the ranchers themselves. On the one side are the ranchers with old established water rights and plenty of water available from the natural stream flow of the river; on the other, the farmers with secondary or uncertain water rights. These disputes have occasioned much friction and trouble in the Valley. And, as a result, the people of the Valley have never been, and are not now, a unit in their desires as to what should be done by the City or by their own irrigation districts.

Los Angeles Aids and Promot

THE charge has been made that the Los Angeles aqueduct has proved a blight on Owens Valley, that through the City's policy of acquiring lands and water rights, land values have been depreciated, that market for the land has been destroyed, that ranchers in the Valley are denied loans by the banks, and that the City when making purchases of land in connection with the aqueduct has "beat down" the owners' legitimate prices, all to the injury of the Valley. **The charges upon investigation are proved absolutely groundless.**

Since inception of the aqueduct, Owens Valley has progressed as never before, the population has increased, and land values have grown. Here are indisputable facts:

ASSESSED VALUATIONS INCREASE FOUR FOLD

In 1905, just before the City began construction of the aqueduct, the total assessed valuation of Inyo County, as shown by the assessor's rolls, was $2,487,000. Owens Valley constitutes practically the only developed area in the County. By June 30, 1915, two years after completion of the aqueduct, the assessed valuations had grown to $7,628,000, and by June 30, 1924, had jumped to $11,031,755. **Assessed valuations have multiplied by four since the aqueduct entered the Valley.**

MARKET VALUE OF LAND MUCH HIGHER

That land values have increased, and that the City has paid generously for land purchased also are facts revealed by the Inyo County records, as the following list of transfers, selected at random, shows:

In 1904 E. H. Blake sold a 370 acre tract to James J. Crawford for $10,000. In 1905 Crawford sold this land to Fred Eaton for $12,000 and in 1920 Fred Eaton sold the same land to H. W. Otis for $60,000, **who sold the same land in 1924 to the City of Los Angeles for $108,974.**

In 1918 the Owens Valley Improvement Company sold two lots to Jess Fleharty for $6,000. In 1922 Jess Fleharty sold these two lots to Thomas and George M. Hay for $7,000. In 1924 G. W. Dow bought the same two lots from Thomas and George M. Hay for $9,286.

In 1915 E. L. Petitfils sold 230 acres to E. F. Ahrens for $12,500. In 1922 Ahrens sold this land to W. F. Ahrens and W. Townsend for $23,000, who in 1923 sold it back to E. F. Ahrens for $17,000. (This is the only instance in the list of decreasing selling prices.) But Ahrens sold the same land in 1923 to the City of Los Angeles for $55,000.

In 1908 Lester Callaway sold two lots to Estella Callaway for $10,160 and this property was sold in 1915 to Paul Zucco for $16,000.

In 1919 LeGrande D. Wooliscroft sold two lots in the Owens Valley Improvement Company's subdivision of the Robinson ranch to Walter L. Phillips for $16,150 and these were again sold in 1921 to Jacob Wilson and Charles E. Klund for $26,000.

CITY PAYS MORE THAN ENGINEERS' ESTIMATES

W. R. McCarthy, engineer for the Owens Valley Irrigation District, and J. C. Clausen, consulting engineer, in a report to the district on March 20, 1923, fixed the value of 53,900 acres of land in the Irrigation District at $5,536,400, or approximately

otes Interests of Owens Valley

$100 an acre. For 22,000 acres of this same land, the City in 1923 and the first six months of 1924 **paid an average price of $145 an acre, or $45 an acre above the value fixed by the district's own engineers.** That certainly was no case of "beating down" the owners or destruction of values.

GROWTH AND BUILDING ACTIVITY AT BISHOP

Since the construction of the Los Angeles aqueduct, Bishop, the largest town in Owens Valley, has prospered and grown. **During the last two years there has been greater activity in building than ever before in the town's history.** In 1924 a solid block of new store buildings was erected by Watterson Brothers, Inc., at a cost of approximately $75,000. The Kitty Lee Inn, an extremely attractive tourist and commercial hotel, involving the investment of approximately $100,000, also was built last year, as well as a new American Legion Hall. Both these buildings were sponsored by the Bishop Chamber of Commerce, which aided in their financing.

RAILROAD AN AID TO THE VALLEY

When the City of Los Angeles was about to undertake construction of the aqueduct, the problem of transportation of materials and supplies over the long desert stretches north from Mojave faced the engineers. It was solved by an arrangement with the Southern Pacific company, whereby the company constructed a broad gauge line from Mojave to Lone Pine, a distance of about 120 miles, on condition that it would be given a certain amount of freight during construction of the aqueduct. **That arrangement by the City resulted in giving Owens Valley a standard broad gauge railroad as an outlet to the markets of Los Angeles and all the southwest for the Valley products.**

SECURES STATE AID FOR AUTO ROAD

A committee of the Los Angeles Board of Public Service Commissioners several months ago took up with the California State Highway Commission the matter of improvement and care of the automobile road from Mojave into Owens Valley. Several meetings were held with the highway commissioners, and Governor Richardson's committee of nine, who after visiting the valley recommended, and **the highway commission has adopted, a plan to have the state take over upkeep of the road, and to spend a sum equal to $400 a mile on its improvement.** This will mean easier access to the Valley and will swell the already large volume of tourist travel.

CITY VOLUNTARILY PAYS COUNTY TAXES

The City of Los Angeles is the largest taxpayer in Inyo County. For the year ending June 30, 1924, the City taxes on land and other property in Owens Valley were approximately $70,000, about one-fourth of the total taxes collected in the entire county. Yet the City need have paid no taxes whatever. When the purchase of lands in connection with the aqueduct was begun, the state constitution specifically exempted cities from payment of taxes on property owned in other counties. But City officials connected with the aqueduct initiated steps in the state legislature to have the constitution amended so as to compel payment of taxes on City lands the same as any land and property owner. **Before the new law went into force the City voluntarily paid the taxes.**

Impossible Demands

CLAIMING that the operation of the aqueduct has caused a "shrinkage" in land values, W. W. Watterson, president of the Owens Valley Irrigation District, has demanded that the City pay $5,500,000 in "reparations" to the ranchers and business interests of the Valley.

Facts disclosed in other portions of this pamphlet **prove conclusively that there has been no shrinkage in values of either ranch or town property, or loss of any kind, by the residents of the Valley by reason of any act or policy of the City of Los Angeles.**

Furthermore, the Board of Public Service Commissioners cannot legally expend public funds intrusted to it for the payment of "reparations" claims. **The Board, however, is willing and anxious to do everything within its power to help improve conditions in the Valley:** (1) By assuring a full water supply for an area sufficient to support the towns, (2) By helping to bring about the highest possible development of that area, (3) By working to secure needed highway and other improvements, (4) By enlisting the aid of civic organizations in increasing tourist business in the Valley.

Coupled with Mr. Watterson's demand for "reparations" is another proposal. Either pay $5,500,000 for "shrinkage" in values, he says, or buy the 25,800 acres owned by the ranchers in the irrigation district at a price of $12,000,000. This price, he explains, will include $6,500,000 for purchase of the land and $5,500,000 to compensate the land owners and business interests for "shrinkage" in values.

The City has no need whatever for the land Mr. Watterson wants to sell. Why should it expend $12,000,000 of the taxpayers' money for land it does not need, especially when such a purchase would mean the destruction of a productive farming district?

Furthermore, the price demanded by Mr. Watterson and his associates is exorbitant and utterly unreasonable, even if the City needed the land. **W. R. McCarthy,** engineer for Mr. Watterson's irrigation district, in 1923 **appraised this land at $100 per acre. In his $6,500,000 demand, Watterson is asking $252 an acre, or $152 an acre more than the value placed on the land by the district's own engineer.**

In the face of this exorbitant price, Mr. Watterson still insists that the ranchers should be "compensated" for "shrinkage in values," to the tune of $5,500,000.

City's Owens Valley Policy

DETERMINED to do all within its power to bring about an exactly defined and permanent water agreement in Owens Valley that will best serve the interests of that region and also assure Los Angeles of a full aqueduct supply, the Board of Public Service Commissioners on October 14, 1924, adopted a resolution setting forth its policy along this line.

The Commission's policy was based upon facts **established by a disinterested and eminently able board of engineers,** selected by the Los Angeles Chamber of Commerce. This Board of engineers was composed of Louis C. Hill, J. B. Lippincott and A. L. Sonderegger.

In their report, filed August 14, 1924, these engineers pointed out that there is sufficient water available in Owens Valley to provide for the full irrigation of 30,000 acres of land, in addition to assuring a full aqueduct supply.

The report further pointed out that there is not enough water available in Owens Valley and the Mono Basin, to the north, to make feasible or practicable the construction of a second aqueduct to Los Angeles, even though all agricultural development in Owens Valley be discontinued.

PLAN OUTLINED

The Commission's policy or plan, in brief, provides:

First. That the City of Los Angeles is ready to establish such water conservation and development facilities as will **guarantee an ample and regulated irrigation supply for 30,000 acres,** or more, of the best land in Owens Valley.

Second. That these 30,000 acres shall remain under private ownership of Valley residents, **the City not to make any land purchases whatsoever within the zone or zones set aside to comprise this acreage.**

Third. That the City would use its best efforts to bring about the establishment of a good automobile road from Los Angeles into and through Owens Valley. Such a road will open the beautiful mountain country of that region to all Southern California, **thereby building up a profitable tourist trade for the Valley people.**

Since it was unnecessary to secure the Valley's formal agreement to the good road feature of the Commission's plan, work on this project has rapidly progressed, and has already borne fruit. The California State Highway Commission has authorized the taking over of the road from Mojave to Independence, a distance of 130 miles, as a State Highway, **and has voted to this year expend $400 a mile in grading, leveling and maintaining the road in good condition.**

ASSURES PROSPERITY FOR VALLEY

The Commission's plan provides for permanent development of the best farming, dairy and orchard land in Owens Valley. In providing an assured 100 per cent water supply, in place of the present uncertain and fluctuating stream flow, this plan opens the way for the intense and unfailing cultivation of every acre of this land. It insures a production exceeding anything known in the past history of the Valley.

In that part of Owens Valley naturally tributary to the town of Bishop there is now held in private ownership approximately 30,000 acres of irrigated land. Except for certain scattered purchases and exchanges necessary to round out the area into a solid block, this land will remain in private ownership, under the Commission's plan.

DEVELOPMENT VS. DESTRUCTION

Purchase by the City of Los Angeles of all irrigated land in Owens Valley could not be justified from the standpoint of the City or the Valley, or the general development of the state.

From the City standpoint, purchase of all such land would mean the expenditure of millions of dollars of public money for land not needed in connection with the aqueduct water supply, or for any other purpose.

From the Valley's standpoint, purchase by the City of all irrigated lands in the Valley, and withdrawal of this land from crop production, would result in the **absolute destruction of Owens Valley as an agricultural district.** It would leave the Valley towns standing isolated in the midst of a country reverted to desert, with no crop production to support existing commercial life and business.

Purchase by the City of all lands now held in private ownership in Owens Valley **would in no way benefit the City,** and would mean the **utter destruction of one of the oldest agricultural sections in the state.**

On the other hand, the Commission's proposed water policy is one that guarantees the continued development of Owens Valley. It establishes a full and dependable water supply for 30,000 acres in place of the present uncertain supply. **And in assuring continued farming development, the Commission's plan guarantees prosperity to the towns and business interests of the Valley.**

Facts About Owens Valley

Since the Los Angeles Aqueduct was Built---

—land values in Owens Valley have steadily risen.

—assessed valuations in Owens Valley have increased four-fold.

—the City of Los Angeles is the largest taxpayer in Inyo County, paying one-fourth of the total taxes collected there.

—during the past two years the value of building operations in Bishop, largest town in Owens Valley, far surpassed any two preceding years in the town's history.

—the State Highway Commission, urged by officials of Los Angeles, has consented to spend $400 a mile on improvement of the road from Mojave into Owens Valley.

—directly through the efforts of the City of Los Angeles, a standard gauge railroad was built into Owens Valley, giving it an outlet to the markets of this City and the Southwest.

BE IT RESOLVED, that the Board of Public Service Commissioners of the City of Los Angeles is prepared, through its representatives, to take up forthwith negotiations with the Bishop Creek Ditch Company in the matter of purchasing all the lands under the canal system of that company, together with all water rights pertaining to or used on said lands, on the following basis:

The City to pay for said properties at prices based upon the fair average prices paid by the City of Los Angeles in the Bishop Region for properties substantially similar, the improvements upon such lands and acreage involved being taken into consideration, and, the prices therefor having been fixed in such manner, the City will purchase the same; such purchase to cover the certificates of stock, or other evidences of title, to such water rights.

That the City is prepared to, and will, negotiate with proper representatives of all other ditches in the Owens River Valley diverting water from the Owens River, with the view of purchasing all of the lands and water rights under such ditches at prices arrived at as above stated.

AND BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the President of said Bishop Creek Ditch Company.

I HEREBY CERTIFY, that the foregoing is a full, true and correct copy of a resolution adopted by the Board of Public Service Commissioners of the City of Los Angeles at its meeting held January 28, 1925.

Jas. P. Wyman
Secretary.

Same res. to Owens River Canal Co.
Farmers Ditch Co.
Rawson Ditch Co.

Same res. to Owens River Canal Co.
Farmers Ditch Co.
Rawson Ditch Co.

Water -

ANALYSIS OF PROPOSED CHARGE TO BE MADE AGAINST GLENDALE AND BURBANK FOR WATER SUPPLIED TO SAID CITIES FROM THE OWENS RIVER AQUEDUCT

August 27th, 1926.

Total expenditure for Owens Valley Water Supply

$ 40,000,000.00

Average water supply from Owens Valley 300 second feet

Cost per second foot

$\frac{\$40,000,000.00}{300 \text{ Sec. Ft.}}$ = $ 133,000.00

$133,000.00 amortized at 7-1/2%= $ 9,875.00 per second ft. per year.

GLENDALE

Population, January 1st, 1926 = 60,000

Average amount of water pumped by Glendale from enjoined area in the San Fernando Valley for the period August 1925 to July 1926 inclusive = 6.29 sec. ft.

6.29 Second Feet at $ 9,875.00 = $ 62,113.00 per year

Cost per capita per year = $1.03

BURBANK

Population, January 1st, 1926 = 14,000

Average amount of water pumped by Burbank from enjoined area in the San Fernando Valley for the period October 1925 to July 1926 inclusive = 2.66 sec. ft.

2.66 Second Feet at $ 9,875.00 = $ 26,267.00 per year

Cost per capita per year = $1.87

Note -

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Peroration

of Speech given on Feb. 20, 1925

Hollywood Memorial Auditorium

I stood in San Fernando Valley and watched the sparkling waters constant flow as the aqueduct burst from the hills at Saugus. And I thought what a masterpiece of engineering! Oh! man how great are the accomplishments of your skill.

Again I stood in San Fernando Valley and I heard the far away cry of the ruined homes by Mono Lake, by Owens River. The sparkling water still gurgled from the aqueduct, but this time it was filled with tears, and in its murmuring sound I heard the low moan of broken hearts and fallen homes in the "Valley of Little Rain." I saw the San Fernando Valley blossoming like the rose with land values mounting skyward, and then I went to Lone Pine, Independence and Big Pine and Manzanar, and I saw the desert reclaim the life work of men, and land values disappearing. I saw more than I can tell; I would not dare. And in my quiet hour I wondered if the footsteps of the Padres adown the King's Highways had not enough impressed this lesson on our City of the Angels. "I am my brother's keeper."

By - Samuel S. Hayes

of the Hollywood High.

DEPARTMENT OF PUBLIC SERVICE

CITY OF LOS ANGELES

METROPOLITAN 4200 — 207-9-11 SO. BROADWAY

BUREAU OF WATER WORKS & SUPPLY
WM. MULHOLLAND, CHIEF ENGINEER.

BUREAU OF POWER & LIGHT
E. F. SCATTERGOOD, CHIEF ELECTRICAL ENGINEER.

OFFICERS:
R. F. DEL VALLE
PRESIDENT.
JAS. P. VROMAN — SECRETARY.
L. M. ANDERSON — CONTROLLER.

COMMISSIONERS:
JAMES B. BAKER
JOHN A. BURTON
R. F. DEL VALLE
C. A. DYKSTRA
JOHN R. HAYNES

GEORGE READ
SUPERINTENDENT OF METERS AND SERVICES
BUREAU OF WATER WORKS AND SUPPLY

Los Angeles, Calif.

March 12, 1925.

Mr. J. B. Baker,

Water Commissioner.

Dear Sir:

At your request please find report in regard to changes for economy and betterment of the service made possible by the new organization adopted May 1, 1923.

WATER AND LIGHT
ORDERS, SERVICE SALES, COMPLAINTS, ETC.

This branch of the service prior to reorganizing, was supervised separately, all records kept separate and consumers were required to be waited on by a light man for light and a water man for water.

This division is now supervised by one man, clerks can attend to either water or light orders and meter record cards have been consolidated. This branch is now much more efficient and giving far better service to the public.

When consolidation was made the light men had to learn the water business and the water men the light business; hence it was not advisable at that date to make a reduction in help. However, since that date two clerks have been eliminated and 57,000 water and light services have been added to the system. I am only quoting a saving of $3600.00 per year for this division, but if the old schedule had continued, the help would have considerably increased.

FIELD INSPECTIONS IN REGARD TO HIGH CONSUMPTION, CLOSING METER READINGS, METER INSPECTIONS, COMPLAINTS, ETC.

This miscellaneous work was costing $2020.00 per month and after reorganizing, was cut to $975.00 per month, which means a saving of $12540.00 per year. By adding this work to men already covering the city for service operation and meter changing, this saving was made.

MONTHLY READING OF WATER AND ELECTRIC METERS.

At this date meter readers are turning in 138 water meter statements and 109 electric meter statements more per man per day than when they were under the supervision of the commercial division. Had the old method or schedule remained, it would now require 66 men to read the water and electric meters. The water and electric meters are now being read by 45 men, which means a saving of $34,000.00 per year.

ZANJERO DIVISION.

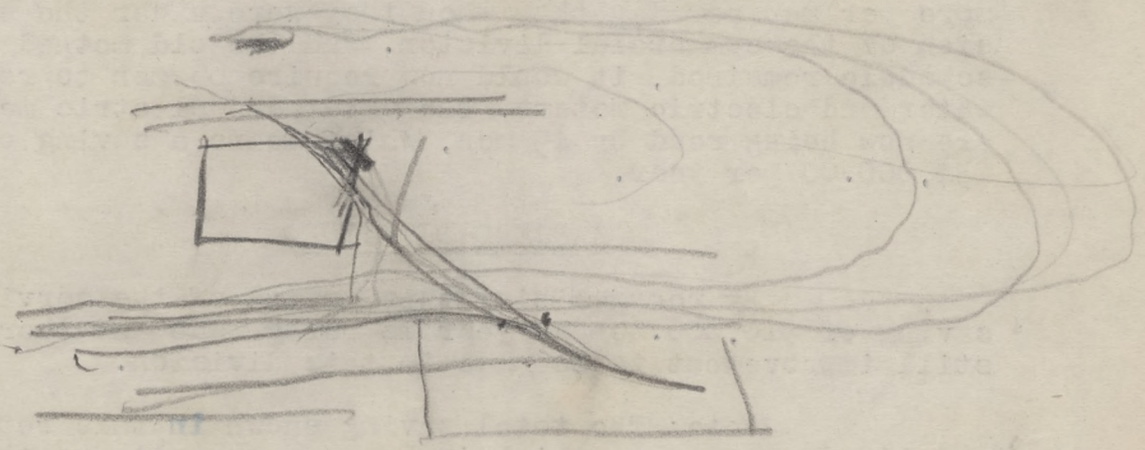
By reorganizing this branch of the service, a saving of $10,000.00 per year is being made and there is still improvement to be made in this division.

Note: The total saving shown in this report is $60,140.00 per year, which is by no means all, as there are many other ways where money is being saved.

Yours truly,

Geo Read

Meter and Service Supt.



New Highways Into Paradise

THIS coming summer try a motor trip up into Southern California's marvelous playground and sportsman's paradise in the High Sierras. You may do this comfortably, thanks to some road work that the State Highway Commission will have completed by that time.

Acting upon the very urgent request of the Los Angeles Public Service Department, the commission has taken over the 130-mile stretch between Mojave and Independence and will spend more than $50,000 in grading and leveling that frightful piece of so-called road.

This improvement will distribute benefits in several directions and to a large aggregate value. Owens Valley will profit substantially. The farmers will be able to move their products to market under the most favorable conditions. The merchants in the several valley towns will have a vacation trade the like of which has never been seen in that region.

Los Angeles also will find it a prosperity highway. It will place one of the greatest of all Southern California attractions in this city's already dazzling show windows. In its advertisements the All-Year Club of Southern California will have something more to tell the people of the world about this magic land.

Something of the beauty and magnificence of our own Switzerland—which surpasses the original in many respects—was told by W. P. Whitsett, Public Service Commissioner, in a recent issue of "Southern California Business." "In our High Sierra country," he wrote, "are 145 mountain peaks, each over 11,000 feet in altitude; more than 2000 lakes, forests unsurpassed, mountain meadows and streams. And all this in the very back yard of Los Angeles."

It will be possible, he predicts, to attract at least 50,000 tourists a season up into the Big Country. They will camp in the forests and beside the streams; they will fish and hunt, hike and ride. The towns of Bishop, Big Pine, Lone Pine and Independence will cater to the various needs of the High Sierra guests. They will find a ready market for much of their beef, butter, milk, poultry, eggs, vegetables and fruit.

The Sierras in the Mt. Whitney area—which are to compose the Roosevelt-Sequoia National Park—are one of the world's greatest natural vacation grounds. Los Angeles should join with Owens Valley in promoting travel into that country whenever the new highway offers an agreeable trip.

Overland road., re
road., refin., fine
t., 6-pass. It's a
Nash tour., excep.

will trade in your
terms to suit
without unreaso
brokerage.
ARD AUTOMOBILE
OLIVE ST. USED C
28 So. Olive.

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Business is
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Willys-Knight tour
Hudson Speedster,
Hudson tour., 7-pa
Dodge road., all o
Chev. coupe. Hurry
Liberty 6 tour.
Chev. sedan. Perfec
Stuts tour. Speedy
2 USED
car service
Rollin sedan
Rollin sedan
W. GROSSMA
S. Figueroa. Ph.
ns, trades. Open nights and Sundays.
BARGAINS
BARGAINS
BARGAINS

ter M. Murphy Co.

PRICERITE—JUSTRITE
USED CARS

Hudson coach	$800
Overland coach	525
Cleveland coach	895
Willys-Knight touring	850
Essex coach	700
Studebaker touring S-6	500
Maxwell coupe	525
Hudson coach	1050
Studebaker light 6 road., A-1	550
Hupmobile touring	775
Stude. Lt. 6 tour.	475
Ford Coupe	325
Olds touring	250
Reo Sport Tour.	850

MANY OTHERS NOT LISTED
OPEN SUNDAYS AND EVENINGS
S. Olive TUcker 2374.

h Grade Used Cars
At Extremely Low Prices

Durant Spt Tr., like new	$ 735
Flint Tr., Grey cord tires	1275
Stude. Spec. 6 Tr.	935
Flint Tr., 4 W. B. B. tires	1175
Haynes Spt. Tr.	775
Durant Spt. Tr.	695
Flint Tr., sport finish	1295
Stevens Spt. Tr.	875
Buick Tr., refin.	595

4 others, $25 to $575. All in tip top
e. Use your old car as 1st pay-
t.

25 S. Grand. VA. 0428

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yment. Will sell for
lance due.

TERMS TO SUIT
4 WILLYS-KNIGHT TOURING.
3 WILLYS-KNIGHT ROADSTER.
2 HUDSON COACH.
2 WILLS-SAINTE CLAIRE.
0 CADILLAC PHAETON.
2 OAKLAND TOURING.
EVERAL LATE MODEL FORDS, ALL
A-1 SHAPE AND ALL BARGAINS.
LL TAKE YOUR OLD CAR AS FIRST
YMENT.
SHRADER'S, 1310 S. MAIN.

ADDUX, INC.

GUARANTEED CADILLACS

'24-'25 5-pass sedan	$3500
'24-'25, 5-pass De Luxe coupe	3500
'24-'25, 4 and 7-pass. touring	2500
'22-'23 sedan, 5 and 7-pass.	2750
'22-'23 4-pass sport, 4-w. brakes	1650
'22-'23 7-pass. touring	1850

ADILLACS TURNED IN ON ABOVE.

'20 7-pass. touring	$1250
All models	$600 to 1050

CKARDS, LINCOLNS AND MARMONS

Lincoln 4-pass. Special Spt.	$3250
Buick sedan, 5-pass De Luxe	2250

more, $50 to $4250. Come see them.

Maddux, Inc.

S. FIGUEROA, TRinity 6267.
OPEN SUNDAYS AND EVENINGS.

all Down Payment

first payment is always the hardest.
a finance concern we can make
payment easy for you.

Marmon chummy	$200
Chandler touring	$200
Hudson sedan	$150
Willys-Knight	$250
Hudson touring, like new	$200
Paige touring, fine shape	$250
Studebaker Big 6, A-1	$250
Star Sport roadster	$100
Rickenbacker	$250

d Coupe taken as first payment.
W. PICO. ATlantic 9609.

h Quality Used Cars

LARGE STOCK.
terms and service to suit you.
NO BROKERAGE.

ashley Motor Co.,
1118 S. MAIN ST.

HAVE SEVERAL

AUTO WANTED FROM PRIVATE P
LATE MODEL. PAY CASH. RESIDE
206½ W. 43D ST. PH. AXridge 67

AUTOMOBILE in exchange for industri
residential painting. No junk. 311
BROADWAY. CApitol 2737.

IF you want to sell your car to raise m
see me first about a loan. ROBE
1674 N. WESTERN. HOlly 4414.

WANT Cadillacs, Packards, Lincolns,
models, for cash. MADDUX, INC.,
South Figueroa. TRinity 6267.

AUTO—Private party will buy equity
take up contract before Feb. 1st; de
don't call. 554168.

SPOT CASH waiting for your auto,
make, model or year. 1409 S. MAIN

CASH to private party for good used
or equity. 915 W. 66TH ST.

PAY spot cash for cars, any make. No
lay. 2228 SOUTH MAIN ST.

LATE model car, from private owner. 1
W. 70TH ST. THornwall 8043.

WILL pay up to $500 cash for late mo
car. 616 W. 11TH. Phone VA. 90

50 LATE-MODEL CARS wanted for ca
Just opened new store. 1148 SOU
OLIVE. TUcker 6236.

WHY have your car repossessed? Cash
your equity. AUTO EQUITY CO., 6
N. WESTERN. HEmpstead 6626.

WANT to buy late model Ford, Dodge
Buick roadster or coupe. See MR. HAM
2414 WEST 7TH ST.

Light Coupe Wanted

Private parties, 5-8 p. m. VAndike 78

CARS AND EQUITIES BOUGHT FOR CA
HIGHEST PRICES. 1911 W. 7TH ST

WOULD like to buy equity in good u
auto. 226 N. HOPE ST.

WILL pay up to $500 cash for late mo
car. GRanite 4587.

328—Accessories, Tires, Pa

EVERY TIRE you buy from US is P
TECTED for one year against c
bruises, blowouts, etc. Standard cords
low prices. AUTO DEALERS T
WHEEL EX., 1545 W. Pico Street.

BATTERIES—Auto radio, $8 in exchan
guaranteed. 5614 SOUTH MAIN ST

329--Auto Repairing, Painting

50% SAVING IN OIL—50%—
Oil pumping and piston slap cheap
cured without regrinding or reborin
I give you a WRITTEN GUARANTEE.
A. J. Pomerleau, 421½ E. Adams. HU. 43

HAVE your car repaired in your own g
rage; save half the expense. Ph. BEac
7701. E. O. PRATT, 1243 S. Berend

AUTO repairs at your home. Guarantee
Small cost. 1351 San Julian. AT. 990

EXPERT radiator repairing. Ford and Ch
radiator half price. 2724 S. MAIN.

330 TRUCKS FOR SALE

CHEVROLET '24 panel delivery, by finan
co. at cost. $300; terms. 1360 W. 25th

CHEVROLET, '22 chassis, battery, start
Good motion, $85 only. 1009 E. 7TH

Ford Panel Delivery '2

68-inch Martin Parry body; built w
single seat to allow for additional lo
ing space; cord tires; splendid condit
and appearance. Suitable for dry cle
ers, laundry or bakery. $100 cash
deliver car. Balance easy.
FORD BARGAIN CENTER
J. A. NADEAU CO. PHONE HU. 22
Central and Slauson. Open Eves. and S

Ford Panel Delivery

1922, starter, fine cord tires, looks g
and runs better, $64.50 cash, $20
month.
FORD BARGAIN CENTER
J. A. NADEAU CO. PHONE HU. 22
Central and Slauson. Open eves. and S

FORDSON TRACTOR

Overhauled, $100 down, bal. $25 mon
J. A. NADEAU CO.
Central and Slauson. Open eves. and S
HUmbolt 2240.

Ford ½-Ton Del., $21

Puncture proof tires; worth $350.
COBERLY'S BETTER USED FORDS,
1918 S. Main. Open Sunday and eves.

Ford Lt. Del.—$125

COBERLY'S BETTER USED FORDS.
1343 S. MAIN. Open Sunday and Ev

FORD ton truck, stake body, starter, n
tires, etc., $165 full price. 1009 E. 7T

FORD express body. (Covered.) Good
new. Terms. 1009 E. 7TH ST.

Ford Ton Truck, 1924

Canopy top, side curtains and doo
Steel body and cab, self starter, $1
cash, $25 a month. This car is A-1
every respect.
FORD BARGAIN CENTER

BULLETIN 3-21-25

Issued by the Executive Committee
HIGH SIERRA PIUTE HIGHWAY ASSOCIATION

TEXT OF AMENDED ASSEMBLY BILL—NO. 15

APPROVED BY COMMITTEE ON ROADS AND HIGHWAYS, OF CALIFORNIA LEGISLATURE,
Forty-sixth Session, March 17, 1925, with recommendation that it be passed.

ASSEMBLY BILL No. 15

INTRODUCED BY MESSRS. HEISINGER AND BROWNE,

January 13, 1925

REFERRED TO COMMITTEE ON ROADS AND HIGHWAYS

An act relating to the Piute pass state highway; appropriating money for the survey, location and estimate of cost of the state highway to be known as the Piute pass state highway, from a point on the south fork of the San Joaquin river at Florence lake, Fresno county, to North lake on the north fork of Bishop creek, Inyo county.

The people of the State of California do enact as follows:

SECTION 1. That certain state highway commencing at a point on the south fork of the San Joaquin river at Florence Lake, Fresno county and extending to North lake on the north fork of Bishop creek, Inyo county, shall be known as the Piute pass State Highway.

SEC. 2. The sum of ten thousand dollars, or so much thereof as shall be necessary, is hereby appropriated out of any money in the state treasury, not otherwise appropriated, for the purpose of surveying, locating and making an estimate of cost for the construction of such state highway.

SEC. 3. The work of surveying, locating and making such estimate of cost of construction of such highway is hereby placed under the jurisdiction of the California Highway Commission and it shall be the duty of said Highway Commission to make such location, and survey, along the route which in their opinion is deemed most advisable, and make a report to the next session of the Legislature.

36603 1-25 20M

STATE OF CALIFORNIA

CALIFORNIA HIGHWAY COMMISSION

FORUM BUILDING
SACRAMENTO

ADDRESS ALL COMMUNICATIONS TO P. O. BOX 1103

COMMISSIONERS
HARVEY M. TOY, CHAIRMAN
LOUIS EVERDING
NELSON T. EDWARDS

STATE HIGHWAY ENGINEER
ROBT. M. MORTON
ASSISTANT STATE HIGHWAY ENGINEER
THOS. E. STANTON
SECRETARY, W. F. MIXON
ATTORNEY, PAUL F. FRATESSA

March 27, 1925.

Mr. W. P. Whitsett, Member,
Public Service Commission,
Los Angeles, California.

My dear Sir:

Reading the attached editorial reminds me of the data concerning the Mount Whitney country presented by you to the California Highway Commission at a recent meeting in San Francisco.

As I recall, you had this matter in written form and I am writing to aks if a copy is available. I am anxious to secure this information because of my very great interest in the National park movement and because I want it available if opportunity offers to give publicity to the proposed Roosevelt-Sequoia park.

The commission took over the Owens Valley route for maintenance on January 1st. Excellent progress is being made which promises a much better road for next Summer's travel.

Thanking you, I am

Very truly yours,

Frank B. Durkee

FRANK B. DURKEE,
Bulletin Editor.

Ed

FBD*JH

Nov 6 1924
before A.A.C. of C
also at Frisco

F 818

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N L

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT

WU MM JL 88DAYL 4 EXT

SACRAMENTO CAL 123PM APR 7 25

L. D. DEPARTMENT
TRANSMITTED BY TELEPHONE
Sent by J. L. Time 2:05 pm
Received by [illegible]

W P WHITSETT

PRES BANK OF VAN NUYS

VAN NUYS CAL

AM HERE AT LEGISLATURE IN INTEREST OF PIUTE PASS HIGHWAY STOP BILL NOW BEFORE ASSEMBLY COMMITTEE ON WAYS AND MEANS STOP MEMBERS OF COMMITTEE FROM LOS ANGELES ARE SIDNEY T GRAVES STOP THOMAS L DODGE STOP HOWARD W DAVIS STOP WILLIAM E BADHAM STOP TELEGRAMS OF INFLUENCE SENT TO THESE MEMBERS URGING SUPPORT OF PIUTE PASS HIGHWAY PROJECT WILL PROBALLY CARRY COMMITTEE STOP COMMITTEE MEETS FRIDAY EVENING APRIL TENTH STATE CAPITOL ROOM FOUR HUNDRED THIRTY EIGHT STOP ON RETURN WILL REIMBURSE ALL EXPENSE OF FOREGOING

W G SCOTT

HOTEL SACRAMENTO SACRAMENTO CAL

Form 1207 A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 9th, 1925 19

To HONORABLE SYDNEY T. GRAVES

Street and No. (or Telephone Number) MEMBER OF ASSEMBLY STATE CAPITOL

Place SACRAMENTO CALIFORNIA

WE BELIEVE THE CONSTRUCTION OF THE PIUTE PASS WILL DO MORE TO DEVELOP THE RECREATIONAL RESOURCES OF THE HIGH SIERRAS THAN ANY OTHER ONE THING AND SHOULD EVENTUALLY BRING TO AND KEEP IN THE TRADE CHANNELS OF CALIFORNIA MILLIONS OF DOLLARS WHICH ARE NOW BEING SPENT ANNUALLY IN THE CANADIAN ROCKIES AND FAR NORTH WEST

W P WHITSETT

VAN NUYS CALIF.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1206

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Van Nuys California April 9 1925

HONORABLE WILLIAM B. BADHAM
MEMBER OF ASSEMBLY STATE CAPITOL
SACRAMENTO CALIFORNIA

DELIEVE APPROPRIATION TEN THOUSAND DOLLARS UNDER ASSEMBLY BILL FIFTEEN MOST WORTHY OF YOUR APPROVAL STOP PIUTE PASS HIGHWAY WILL PROVIDE MEANS OF NEEDED COMMUNICATION BETWEEN TWO IMPORTANT VALLEY EMPIRES AND OPEN UP WONDERFUL TERRITORY OF LARGE NATURAL RESOURCES

GEO. E. HALE

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1206

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Van Nuys California April 9, 1925

HONORABLE SYDNEY T. GRAVES
MEMBER OF ASSEMBLY STATE CAPITOL
SACRAMENTO CALIFORNIA

STRONGLY URGE YOUR SUPPORT ASSEMBLY BILL FIFTEEN APPROPRIATING TEN THOUSAND DOLLARS FOR SURVEY PIUTE PASS HIGHWAY PROJECT STOP BELIEVE PROJECT MOST WORTHY IN DEVELOPING LARGE NATURAL RESOURCES AND GIVING COMMUNICATING HIGHWAY BETWEEN TWO MOST IMPORTANT VALLEYS.

GEO. E. HUNT

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1206A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

HONORABLE THOMAS L DOLGE
STATE ASSEMBLY
SACRAMENTO CALIFORNIA

May I not urge your support Senate Bill Fifteen

This support will assist city materially in its

negotiations Owens Valley

R. W. Pridham President
Los Angeles Chamber of Commerce

Charge L. A. C. of C.

Same to: Honorable Sidney T. Graves
" Howard W. Davis
" Willard E. Badham

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1207 A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 9th, 1925 19__

To HONORABLE SYDNEY T. GRAVES

Street and No. (or Telephone Number) MEMBER OF ASSEMBLY STATE CAPITOL

Place SACRAMENTO CALIFORNIA

WE BELIEVE THE CONSTRUCTION OF THE PIUTE PASS WILL DO MORE TO DEVELOP THE RECREATIONAL RESOURCES OF THE HIGH SIERRAS THAN ANY OTHER ONE THING AND SHOULD EVENTUALLY BRING TO AND KEEP IN THE TRADE CHANNELS OF CALIFORNIA MILLIONS OF DOLLARS WHICH ARE NOW BEING SPENT ANNUALLY IN THE CANADIAN ROCKIES AND FAR NORTH WEST.

W P WHITSETT

VAN NUYS CALIF.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1206

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Van Nuys California April 9 1925

HONORABLE WILLIAM E. BADHAM
MEMBER OF ASSEMBLY STATE CAPITOL
SACRAMENTO CALIFORNIA

BELIEVE APPROPRIATION TEN THOUSAND DOLLARS UNDER ASSEMBLY BILL FIFTEEN MOST WORTHY OF YOUR APPROVAL STOP PIUTE PASS HIGHWAY WILL PROVIDE MEANS OF NEEDED COMMUNICATION BETWEEN TWO IMPORTANT VALLEY EMPIRES AND OPEN UP WONDERFUL TERRITORY OF LARGE NATURAL RESOURCES

GEO. E. HUME

Geo E Hume

10

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1206

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.	
Check	
Time Filed	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Van Nuys California April 9, 1925

HONORABLE SYDNEY T. GRAVES
MEMBER OF ASSEMBLY STATE CAPITOL
SACRAMENTO CALIFORNIA

STRONGLY URGE YOUR SUPPORT ASSEMBLY BILL FIFTEEN APPROPRIATING TEN THOUSAND DOLLARS FOR SURVEY PIUTE PASS HIGHWAY PROJECT STOP BELIEVE PROJECT MOST WORTHY IN DEVELOPING LARGE NATURAL RESOURCES AND GIVING COMMUNICATING HIGHWAY BETWEEN TWO MOST IMPORTANT VALLEYS.

GEO. E. HUME

Geo E Hume

10

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. *Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.*

8. *No employee of the Company is authorized to vary the foregoing.*

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

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B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

A. Z. TAFT, Jr., President W. P. WHITSETT, Vice President CECIL DeMILLE, Vice President ALFRED BRANT, Vice President

Greater San Fernando Valley Association

The purpose of this organization shall be to cooperate with the officers of the city and county governments, and other public groups, to the end that the major development projects now under way or to be inaugurated in San Fernando Valley may be speedily consummated.

OFFICE OF SECRETARY, O. J. RENFREW, LANKERSHIM, CALIF.
TOWN OFFICE, 405 TAFT BLDG., HOLLYWOOD

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S. H. Woodruff
M. H. Adamson

Mission Acres
Jack Plummer

Owensmouth
S. E. Goodell

Reseda
Alex Jeffrey

San Fernando
W. J. Millen
R. H. Glenn

Van Nuys
B. R. Holloway
Leo Lesperance

Zelzah
Glenn Allard

April 20, 1925

Mr. W. P. Whitsett,
Van Nuys, Calif.

Dear Mr. Whitsett:-

THURSDAY EVENING NEXT, at the usual time, 6:30 p.m., the Executive Committee will meet at the Hollywood Athletic Club. Be sure to come, for we will have as our guests the Campaign Committee.

We are going deep into the Campaign situation and your advice and counsel are needed.

Very truly yours,

O. J. Renfrew

Executive Secretary
GREATER SAN FERNANDO VALLEY ASS'N.

April 21, 1925

Mr. W. G. Scott,
Angeles Hotel,
Los Angeles, Calif.

Dear Mr. Scott:

I would like to call ydur attention to the April issue of the Santa Fe magazine, page 42; also Southern California Business, April issue page 26; Touring Topics April issue, page 23, entitled "Vacation Land".

This is certainly a wonderful lot of the right kind of publicity for your splendid out-door country in the Owens Valley.

I received the March copy of the Sacramento Union and was glad to note that you got the 10,000 appropreation through the assembly for the Piute Pass survey.

Very truly,

WPW:EB

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President
L. A. NARES

Vice President
PERCY H. CLARK

Vice President
JOHN S. DRUM

Treasurer
MARK Q. WATTERSON

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R. B. HALE, San Francisco
L. A. NARES, Fresno
W. G. SCOTT, Los Angeles
MARK Q. WATTERSON, Bishop
M. O. WILKINSON, Bishop

Executive Committee
L. A. NARES, Chairman
MARK Q. WATTERSON
W. G. SCOTT Executive Director

Vice President, National Roosevelt Midland Trail. Chairman, Division of National Parks, Council of National Advisors, National Highways Association, Etc., Etc., Etc.

HIGH SIERRA PIUTE HIGHWAY ASSOCIATION

OBJECT

TO UNITE the San Joaquin Valley and Eastern California—two vast regions of great social-economic importance separated by a narrow strip of highland. A UNION that will in large degree increase the resources of California.

AND TO REVEAL that which all admirers of Nature, yearn to see:—

THE GLORY OF THE HIGH SIERRAS

A REVEALMENT that will add each year many millions to the enrichment of the State, and which by its fascinating grandeur will prove a continuous attraction for the world.

Hotel Sacramento,

Sacramento,
~~xxxxxxxx~~, *California* April, 21, *1925.*

Hon. W. P. Whitsett,
President,
Bank of Van Nuys,
Van Nuys, California.

Member
Los Angeles Board of Public Service.

My dear Mr. Whitsett:-

Your telegram was duly received and you certainly rendered a valuable service which I shall take pleasure in making known whenever suitable occasion presents.

I deferred immediate reply until I could acquaint you with results that had been actually accomplished.

The Bill has made the following successful progress in the order named:-

It passed Committee on Roads and Highways in Assembly.
It passed Committee on Ways and Means in Assembly.
It passed Assembly.
It passed Committee on Roads and Highways in Senate.
It passed Committee on Finance in Senate at 11:00A.M. today.

Next move and the last, so far as the Legislature is concerned, will be submission for vote of approval on the floor of the Senate on Thursday the 23rd.

* * * * * *

OVER

Address communications to Executive Director

THE HIGH SIERRA PIUTE HIGHWAY, when finished, will be one of the several units in the NATIONAL ROOSEVELT MIDLAND TRAIL—termed the Main Street of America—which was logged and established in 1912 by the late A. L. Westgard, C.E., who was then Field Representative of the AMERICAN AUTOMOBILE ASSOCIATION, and later Director of Transcontinental Highways of the NATIONAL HIGHWAYS ASSOCIATION.

The National Roosevelt Midland Trail has two terminals on the Atlantic, Washington, D. C. and Newport News, Virginia;—and two terminals on the Pacific, Los Angeles, and San Francisco.

The Highway will afford a much needed connection between the western and eastern parts of the State, by way of Huntington and Florence Lakes and Kaiser and Piute Passes. About four-fifths of the road is complete—approximately one hundred miles on the west of the Sierra summit and twenty miles on the east, leaving an unfinished gap of about eighteen miles measured in air line.

Its crossing of the Piute Pass, which is a natural depression in the crest of the Sierras, gives it the notable distinction of being over 2,000 feet higher than the highest carriage road in Europe.

The High Sierra Piute Highway will bisect a scenic region, which far surpasses any other locality of like extent in the United States.

This can be further confirmed by joining four map sheets of the U. S. Survey in the Sierras, showing the Piute Pass and some of its adjacent territory, in the form of a rectangle measuring 56 miles east to west, and 70 miles north to south, covering an area of 3,920 square miles, including 110 mountain peaks each bearing a distinctive name and each over 12,000 feet high, of which 58 are each over 13,000 feet high.

Switzerland has an area of 15,951 square miles, more than four times as large, yet in all that realm are only 77 mountain peaks each over 12,000 feet high, of which 38 are each over 13,000 feet high.

THE HIGH SIERRA PIUTE HIGHWAY, in every respect admirably adapted for motor touring, will be vested throughout its length with an inspirational charm absolutely unrivalled in America.

Division of National Parks,
National Highways Association

JAMES N. GILLETT, Ex-Governor of California
MARK R. DANIELS
LOUIS W. HILL
ROBERT BRADFORD MARSHALL
HENRY FAIRFIELD OSBORN
KERMIT ROOSEVELT
CORNELIUS VANDERBILT, Jr.
FRANK L. WOODWARD
WISNER GILLETTE SCOTT, Chairman

It is very desirable that there be no active opposition against the measure.

In which event it will quickly pass.

After which it will go to the Governor and he has thirty days in which to review the Bill and pass opinion thereon, to which we will give due attention.

* * * * * *

If a telegram urging favorable action be sent to Hon. Ralph E. Swing - Senator from 30th District, from yourself or some other one or more persons of suitable standing, according to your judgment in the matter, it will have a highly beneficial effect. Senator Swing resides in San Bernardino, but is now at the State Capitol.

* * * * * *

The following Senators are from the city of Los Angeles.

Hon. Newton M. Allen.
Hon. Harry A. Chamberlin.
Hon. C. H. V. Lewis.
Hon. Charles W. Lyon.
Hon. J. L. Pedrotti.

Outside of the city of Los Angeles, there is Hon. H. J. Evans, Monrovia, Hon. A. B. Johnson, Pasadena. Hon. Cadet Taylor, Pomona.

It is very desirable that telegraphic requests for approval be sent to the legislators named either individually or to the Southland delegation collectively, from some suitable source urging favorable action on Assembly Bill 15, it will work incalculable benefit.

* * * * * *

As the result of indefatigable energy and vigilance, things have progressed smoothly so far, but it does not indicate that some snag may not yet be encountered.

THE FLOOR OF THE SENATE IS AN UNTRIED EXPERIMENT.

It is specially desirable that Senator Ralph E. Swing be urged to contribute his support to Assembly Bill 15, which he can conscientiously do.

There is not the remotest possibility of any valid reason why he should not.

* * * * * *

The fact that I am writing you on this matter is proof that I place high value on your assistance.

I will on another occasion express in more formal manner my appreciation of the esteemed cooperation which you are contributing to this very important affair.

Very sincerely yours,

W.G. Scott - Executive Director, High Sierra Piute Highway Association, Etc.Etc.Etc.

Copy to
Executive Committee,
High Sierra Piute Highway Association.

And to
Mr. Guy E. Leonard-Secretary,
Fresno County Chamber of Commerce.
Fresno, California.

-2-

* * * * * *

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Copy to
Executive Committee,
High Sierra Rims Highway Association.

And to
Mr. Guy R. Leonard-Secretary,
Fresno County Chamber of Commerce.
Fresno, California.

F 818

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N L

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT WU MC EJ 10 PD

SACRAMENTO CAL 152 PM APRIL 24 25

L. D. DEPARTMENT
TRANSMITTED BY TELEPHONE
Sent by CJ Time 2 12
Received by [illegible]

W P WHITSETT

PRESIDENT BANK OF VAN NUYS

VAN NUYS CAL

PIUTE BILL PASSED LAST NIGHT STOP GOES NEXT TO GOVERNOR

W G SCOTT

200PM

Original on file in stationery of High Sierra Highway

Piute Pass.

Sacramento, California,
April, 25, 1925.

My dear Governor:

The purpose of this communication is to show why Assembly Bill 15, introduced by S. L. Heisinger and M. B. Browne, should be approved.

The Piute Pass Highway is 150 miles in length, 120 miles of which is in constant use and has been constructed without a dollar of assistance from the State, leaving an intervening link of 30 miles unfinished and yet to be built, and this link is the subject of Assembly Bill 15.

The names "Piute Pass Highway" and "Assembly Bill 15" will be used thruout this communication in a manner closely inter-related and much of the time in a synonymous sense.

* * * * * *

That part of California comprising the Valleys of the San Joaquin and Owens, has been dismembered by the up-thrust of the Sierras, a gigantic, physical barrier that prevents any communication by wheel vehicle between the east and west portions of the State, for a distance of approximately 200 miles.

The detrimental effects of that colossal obtrusion can be successfully overcome, and vehicle connection can be established, by completion of the Piute Pass Highway.

* * * * * *

Assembly Bill 15 presents four angles of view, each of which deserves careful consideration:-

1. - Local
2. - State
3. - National
4. - Ethical

Sacramento, California,
April 25, 1929.

My dear Governor:

The purpose of this communication is to show why Assembly Bill 15, introduced by S. L. Heintzer and M. E. Browne, should be approved.

The Pluto Pass Highway is 180 miles in length, 130 miles of which is in constant use and has been constructed without a dollar of assistance from the State, leaving an intervening link of 50 miles unfinished and yet to be built, and this link is the subject of Assembly Bill 15.

The names "Pluto Pass Highway" and "Assembly Bill 15" will be used thruout this communication in a manner closely inter-related and much of the time in a synonymous sense.

* * * * * * *

That part of California comprising the Valleys of the San Joaquin and Owens, has been dismembered by the up-thrust of the Sierras, a gigantic, physical barrier that prevents any communication by wheel vehicle between the east and west portions of the State, for a distance of approximately 800 miles.

The detrimental effects of that colossal obstruction can be successfully overcome, and vehicle communication can be established, by completion of the Pluto Pass Highway.

* * * * * * *

Assembly Bill 15 presents four angles of view, each of which deserves careful consideration:-

1. - Local
2. - State
3. - National
4. - Ethical

* * * * * *

1. THE LOCAL ANGLE.

To assist brevity we will waive consideration of the local angle by making the general assertion without fear of successful contradiction, that THE PIUTE PASS HIGHWAY IS VITAL TO THE FUTURE WELFARE OF WESTERN AND EAST-CENTRAL CALIFORNIA.

* * * * * *

2. THE STATE ANGLE.

This should properly be considered under two heads:-

a. - The furtherance of State Unity.
b. - The increase of State prestige.

a. - There is being urged to day in the most influential quarters of the State, that which makes strenuous appeal to every true Californian, - the promotion and maintenance of State Unity.

Assembly Bill 15 is in absolute harmony with the spirit of that movement, its purpose being to unite two portions of the State which are now entirely alienated from each other.

California has a wonderful destiny awaiting it.

State Unity points the way to that destiny.

In recognition of that truth certain powerful agencies are now at work bringing into closer union the south and the north.

Scarcely less important is it for the solidarity of the State, that the east and the west be more closely united.

Owing to the Sierras, the most effective bonds of relationship between west and east, possible to establish, are highways laid across the mountain passes best adapted for the purpose.

From Tioga Pass west of Lake Mono to Walker Pass at Freeman near Mojave, a distance of approximately 200 miles, there is no road across the Sierras, and as a consequence western and eastern California are socially and commercially kept apart.

In all this great distance, no plan of direct communication can be devised, that is so feasible as the completion of the remaining one fifth portion of the Piute Pass Highway.

* * * * * * *

1. THE SOCIAL ANGLE.

To assist brevity we will waive consideration of the local angle by making the general assertion without fear of successful contradiction, that THE PLUMB PASS HIGHWAY IS VITAL TO THE FUTURE WELFARE OF WESTERN AND MID-CENTRAL CALIFORNIA.

* * * * * * *

2. THE STATE ANGLE.

This should properly be considered under two heads:-

a. - The furtherance of State Unity.
b. - The increase of State prestige.

a. - There is being urged to day in the most influential quarters of the State, that which makes strenuous appeal to every true Californian, - the promotion and maintenance of State Unity.

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California has a wonderful scenic awakening it.

State Unity points the way to that destiny.

In recognition of that truth certain powerful agencies are now at work bringing into closer union the south and the north.

Scarcely less important is it for the solidarity of the State, that the east and the west be more closely united.

Owing to the Sierras, the most effective bonds of relationship between west and east, possible to establish, are highways laid across the mountain passes best adapted for the purpose.

From Tioga Pass west of Lake Mono to Walker Pass at Freeman near Mojave, a distance of approximately 300 miles, there is no road across the Sierras, and as a consequence western and eastern California are socially and commercially kept apart.

In all this great distance, no plan of direct communication can be devised, that is so feasible as the completion of the remaining one fifth portion of the Yuba Pass Highway.

WITHOUT IT THE EAST AND THE WEST MUST REMAIN FOREVER DISUNITED, AND STATE UNITY IN ITS FULLEST SENSE, BE FOREVER UNREALIZED.

THE PIUTE PASS HIGHWAY MEANS STATE UNITY.

b. - There are few States in the Union, that present attractions for motor tourists, equal to those presented by California.

This is due almost entirely to its wide spread system of State Highways, and to the further fact that it was one of the first States to undertake road improvement on extensive scale.

But it is certain that California will soon have very strong competition in both the great States of Oregon and Washington.

Because of this, California to maintain her well earned prestige, must lose no time in developing additional attractions for motor tourists, by making her scenic assets more accessible.

The most impressive of those assets are in the high Sierras, in east-central California.

In that region are mountain peaks in greater number with loftier heights, than in any other area of equal extent not alone on the American continent, but in the Alpine region of Europe.

This statement is based on careful research and is verified by facts and figures.

And in this vision of mountain peaks, must be included the canyons of picturesque grandeur, the lakes of indescribable beauty, the meadows that provide harmonious embellishment, the streams and cascades with their motion and their melody, all tending to the elevation, refinement and betterment of the human mind.

Piute Pass is in the very heart of this scenic realm, and the route of the Piute Pass Highway virtually bisects this wonderland.

THIS SINGLE FACT LOGICALLY PROVES THAT THE PRESTIGE OF CALIFORNIA IN THE MOTOR TOURING WORLD, CAN NOT BE MORE DIRECTLY ADVANCED THAN BY THE COMPLETION OF THE UNFINISHED ONE-FIFTH PORTION OF THE PIUTE PASS HIGHWAY.

THIS SINGLE FACT CLEARLY SHOWS THE STATE IMPORTANCE OF ASSEMBLY BILL 15.

* * * * * *

3. THE NATIONAL ANGLE.

It happens that the Piute Pass Highway is so connected with the National Roosevelt Midland Trail that it can be made a unit in the transcontinental system, for which, consent of the organization is already assured.

The National Roosevelt Midland Trail which is recognized as one of the prominent Transcontinental Highways, was established in 1912, by the American Automobile Association, has had millions of dollars expended upon it and is progressing satisfactorily to acquire an improved roadbed over its entire route across the continent.

It has two eastern terminals, Newport News, Virginia, on the Atlantic and Washington D.C. and two western terminals, San Francisco and Los Angeles on the Pacific.

It passes thru 11 States, 8 State Capitals, Washington, the National Capital; 118 Counties and 81 county seats.

The 118 counties have a population of over 6,000,000.

Directly adjoining these are 177 other counties with a population of over 3,000,000; making over 9,000,000 people who are served by the NATIONAL ROOSEVELT MIDLAND TRAIL. ONE OF THE MOST CONSPICUOUS AND ATTRACTIVE UNITS IN THAT GREAT TRANSCONTINENTAL ROUTE WILL BE THE PIUTE PASS HIGHWAY.

THIS IN ITSELF IS AMPLE PROOF OF NATIONAL IMPORTANCE.

* * * * * *

4. THE ETHICAL ANGLE.

4. The recent deplorable water dissensions in Owens Valley, have cast a blight over a once inviting region.

Homes are being broken.
Family ties are being disrupted.
Community ambitions are being shattered.
Men are neglecting incentive and civic pride.
Women are losing the buoyancy of hope.
The ardor of youth is being dulled.
Where once was a prosperous outlook now is uncertainty and dejection.
Merchants and business men, some of whom have weighty interests at stake, are beset by fear of bankruptcy.
The social - economic advancement of a considerable area of the State is halted.
A truly lamentable situation.

* * * * * *

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Community ambitions are being shattered.
Men are neglecting incentive and civic pride.
Women are losing the buoyancy of hope.
The order of youth is being dulled.
Where once was a prosperous outlook now is uncertainty and dejection.
Merchants and business men, some of whom have weighty interests at stake, are beset by fear of bankruptcy.
The social - economic advancement of a considerable area of the State is halted.
A truly lamentable situation.

That reparation should be made from the source responsible for such conditions, is widely believed warranted by every principle of justice.

It is dismissed however as foreign to our discussion here, because there exists a degree of compensation in another form, which fortunately is at hand, practical and efficient, and against which no valid objection can be made by any person or by any affected interest.

An area swept by fire, by flood, or by tornado, soon as rallied from the shock, turns to means for rehabilitation.

That rehabilitation is encouraged and assisted not alone by organized effort in other localities, but frequently by State and sometimes by Federal action.

Here is an area that is alleged to have been swept by a scourge of soulless scheming; - simply destruction in a different guise.

And here upon the border of this ravaged area, by rarest circumstance is a State and National utility that incidentally presents an amazing value.

That of a medium for the rehabilitation of Owens Valley.

The opening of a new avenue of communication that will afford closer contact with the populous and wealthy western portions of the State.

The creation of a unit in a cross-continent artery of travel, that serves millions of people who reside along its route.

To show the rehabilitating value which would result to the small towns now languishing, nothing need be said of commercial transport; mention need only be made of the horde of motor tourists that would be attracted to the Piute Pass Highway.

And now we behold what consideration of the ethical angle has led up to.

That the Piute Pass Highway is the logical medium for the rehabilitation of the distressed Owens Valley.

THE COMPLETION OF THE UNFINISHED ONE-FIFTH PORTION OF THE PIUTE PASS HIGHWAY WILL OPEN A NEW FIELD FOR THOUGHT AND ACTION THAT WILL HELP LARGELY TO DISPEL UNPLEASANT MEMORIES OF THE PAST.

WHO CAN DISPUTE THAT IT IS AS MUCH A HEAVEN BORN DISPENSATION AS THE RAINBOW THAT SPANS A TROUBLED SKY?

*

* * * * * *

In conclusion your Excellency, it is asked that you consider the object of the organization which appears on this letterhead, and the people connected therewith, all of whom are identified in broadest sense with the encouragement of progress in California, and who stand squarely behind this appeal for your approval of Assembly Bill 15.

It is not amiss to emphasize the fact, that Mr. R. B. Hale whose name appears in the list, is President of the California Development Association, commonly recognized as the State Chamber of Commerce, which is doing such remarkable work for the unification and advancement of the State.

Two other Directors of that great body are included in the list of those who are sponsoring Assembly Bill 15.

Mr. A. B. C. Dohrmann and Mr. Harry Chandler.

To the latter obligations are due for the hypsografic map inclosed herewith, which originally appeared in the LOS ANGELES TIMES and was afterwards given the writer for the purpose to which it is now devoted.

Mention must be made of the fact that the Piute Pass Highway has the official indorsement and support of the San Francisco Chamber of Commerce; of the Los Angeles Chamber of Commerce; and of over forty civic and commercial organizations in the San Joaquin Valley.

This remarkable array of co-operation has been secured thru the activities of Mr. G. E. Leonard, Secretary of the Fresno County Chamber of Commerce.

The most conspicuously active of the numerous advocates of Assembly Bill 15, aside from this organization, is the Fresno County Chamber of Commerce, of which Mr. L. A. Nares is President.

It will be noted at the head of this communication, that Mr. Nares is also President of the High Sierra Piute Highway Association which is sponsoring the Assembly Bill 15 subject hereof.

The Piute Pass Highway has the strong support of Hon. Stephen T. Mather, Director of the National Park Service, because it will pass in the vicinity of the north extremity of the proposed enlarged Roosevelt Sequoia National Park, and in consequence WILL BE A UTILITY OF VERY GREAT VALUE TO THE TOURING PUBLIC.

* * * * * *

At the risk of undue verbosity it is further proper that mention be made of the friendly relations of the Southern California Edison Company to the highway specified in Assembly Bill 15.

The Company has constructed at its own expense of half a million dollars, 27 miles of superb mountain road which exactly fits in the Piute Pass Highway, and which in due time when the exigencies of construction transport shall have ceased, will be donated to the State.

This is a part of the scheme of hydraulic development now being prosecuted by the Company, involving an expenditure greater than the cost of the Panama Canal, over $375,000,000.00, said to be the most extensive enterprise of its kind in America.

One of its features is a tunnel of 15 feet bore, 13½ miles long.

This and other super-eminent engineering features are in close proximity to the Piute Pass Highway, which in consequence thereof will be A ROUTE FAVORED BY ENGINEERS, SCIENTISTS AND TRAVELLERS FROM ALL PARTS OF THE WORLD.

* * * * * *

Assembly Bill 15, stands entirely on its merit as a proposition calculated to advance the welfare of the State, and its approval will be a very manifest conformity with the high standard which your Excellency has established for the administration of State affairs.

I ask leave to subscribe myself

Very respectfully,

Your obedient servant.

W. G. Scott

W. G. Scott-Executive Director-High Sierra Piute Highway Association, Etc. Etc. Etc.

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I ask leave to subscribe myself

Very respectfully,

Your obedient servant,

W. G. Scott-Executive Director-High Sierra Piute Highway Association, Etc. Etc. Etc.

To His Excellency -
Honorable Friend W. Richardson,
Governor of California,
Executive Office,
State Capitol,
Sacramento, California.

Copies to
Officers of the
High Sierra Piute Highway Association.

And to the following:-

Hon. Harvey M. Toy -
Chairman California Highway Commission,
San Francisco, California.
Manx Hotel

Mr. R. B. Hale,
President California Development Association,
San Francisco, California.

care
Hale Bros, Inc.,
Market at 5th Sts.

Hon. R. M. Sawhill,
Glasco, Kansas. Secretary-Treasurer
National Roosevelt Midland Trail.

Charles Henry Davis-C.E. President-
Bass River, National Highways Association
Cape Cod,
Massachusetts.

Hon. Stephen T. Mather,
Director National Park Service,
Department of Interior,
Washington, D.C.

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San Francisco, California.
Mark Hotel

Mr. H. B. Hale,
President California Development Association,
San Francisco, California.

care
Hale Bros, Inc.,
Market at 5th Sts.

Hon. R. M. Sewhill,
Glasco, Kansas.

Charles Henry Davis-C.E.
Lake Tahoe,
Sierra Nevada Mountains.

Hon. Stephen T. Mather,
Director National Park Service,
Department of Interior,
Washington, D.C.

Hon. S. L. Heisinger,
Member of Assembly,
Sacramento, California.

Hon. M. B. Browne,
Member of Assembly,
Sacramento, California.

Mr. Guy E. Leonard,
Secretary, Fresno County Chamber of Commerce,
Fresno, California.

Hon. S. I. Hellenger,
Member of Assembly,
Sacramento, California.

Hon. M. B. Browne,
Member of Assembly,
Sacramento, California.

Mr. Guy E. Leonard,
Secretary, Fresno County Chamber of Commerce,
Fresno, California.

This area would make a wonderful park, having hundreds of lakes, of which East Lake and Rae Lake are now famous, and with miles of streams now stocked with Rainbow and Golden Trout. There is very little grazing lands within its boundaries.

There are a dozen or more mountain peaks over 13,000 feet high, many now being widely known and climbed each season, such as Brewer, University, and Stanford. Kings River Canyon, also widely known, is within this area and ranks with Yosemite Valley.

A seven percent auto road is now being constructed by the City of Los Angeles and Inyo County from Independence to Kearsarge Pass. Route 41 of the State Highway System leads from General Grant Park to Kings River Canyon, which would leave only a few miles to be constructed between Kearsarge Pass and the Canyon.

There is a fine road from Visalia to the Giant Forest in the Sequoia National Park, and it is understood that the Forest Department is to construct a road this coming season from the Giant Forest to the General Grant Park. With a road leading through these two parks, Kings River Canyon and on to Kearsarge Pass with its wonderful view, I don't believe there would be anything in America that would compare with such scenery or such a drive.

Inyo County and the U. S. Forest Department maintain good trails over Kearsarge Pass, Oak Creek Pass to Baxter Lake and Saw Mill Pass to Woods Lake.

This area would be more accessible to the people of Southern California than a park farther north and would be much more economically maintained as most of the main road would have to be constructed and cared for by outside agencies and not out of park funds.

DEPARTMENT OF PUBLIC SERVICE

CITY OF LOS ANGELES

METROPOLITAN 4200

BUREAU OF WATER WORKS & SUPPLY
WM. MULHOLLAND, Chief Engineer

207-9-11 SO. BROADWAY

BUREAU OF POWER & LIGHT
E. F. SCATTERGOOD, Chief Electrical Engineer

OFFICERS:
R. F. DEL VALLE
PRESIDENT
JAS P. VROMAN
SECRETARY
L. M. ANDERSON
CONTROLLER

COMMISSIONERS:
JAMES B. BAKER
WILLIAM P. WHITSETT
R. F. DEL VALLE
C. A. DYKSTRA
JOHN R. HAYNES

April 28, 1925

Mr. J. B. Baker, Commissioner,
Department of Public Service,
Building.

Dear Mr. Baker:

I herewith submit, for your information and consideration, a brief summary of the results, so far, attained in the commercial work of the Department of Public Service by the Committee on Efficiency and Reorganization of which you are the chairman.

The work of increasing the efficiency of the Commercial Division and bettering the relationship with the department's consumers by means of giving better service, has been progressing during the year, 1924, and shows very gratifying results, both in economy and better service. Our efforts in this direction will, however, continue and we expect to make a still greater showing of economy and efficiency as the work proceeds.

The Los Angeles office transacts a tremendous volume of business monthly. The water and power bureaus have approximately 370,000 accounts in Los Angeles. This means the Los Angeles office is required to make 17,000 consumers bills and handle 17,000 cash transactions daily.

A comparison of statistics between the time your committee started this work and the present time shows that there has been a 60,000 increase in the number of consumers, and a monthly saving in expense in excess of $9,000. With the accomplishment of the plan of commercial billing and bookkeeping, which is now being tested, it is safe to say that there can be an additional saving of $5,000 per month, and still leave us in a position to absorb a considerable growth. Certain additional labor saving devices have been installed and the speed and output of those already in use has been stepped up very greatly.

The average number of stencils cut by our graphotype operators has been increased from 450 to 700 per operator per day.

Regulations have been adopted which make it practically impossible to render a bill with the wrong billing constant.

The average output of our billing machine operators has been

increased from 1,400 per day to 2,556 per day, and only the past week have we established a new record of 3,526 bills by one operator in a 7½-hour day, with one error, or 473 bills per hour. This accomplishment stands as a record on this kind of machine, known as a 'gas biller'. The output of bills by the billing forces in the Department of Public Service is a source of much amazement and comment on the part of the Burroughs Adding Machine Company and the Addressograph Company of America.

Billing errors have been reduced from 2,381 errors per month to 700 per month.

A bill is rendered for every connected service monthly, whether the consumers account shows a credit balance or not. By this means every consumer knows the exact status of his account, and avoids many inquiries by telephone and at the windows.

Our bills are now distributed by mail, instead of by collectors, which means a saving in collection expense of 1.35 cents per bill, or a decrease in collectiond expense of 32 per-cent.

Our cash posting is all done at night, thus insuring the posting of all cash on the same day in which it is received and the elimination of a tremendous amount of checking which was previously necessary before the new day's bills could be sent out. Our cash postings have been increased from 99 to 145 per hour per operator. Our debit postings, or charges, have been increased from 190 to 380 per hour per operator. The record on Burroughs posting machines is also held by the Department of Public Service, one of our girl operators having broken the national record of 3,600 debit postings per eight-hour shift, by making 4,229 debit postings per eight-hour day, without a single error.

Our bookkeeping errors have decreased from 2,552 in August, 1923, to practically none at the present time.

The installation of National cash registers on our cash collection windows has made it possible to increase our daily window collections from 2,987 to 7,000 per day, with no increase in expense, other than maintenance of the registers, which is practically nothing. The installation of these National cash registers has played a very important part in our reorganization plan inasmuch as they give a definite predetermined amount of collections to which the bookkeepers must balance. These registers have made it possible to obtain a degree of accuracy heretofore unheard of in the handling of cash by a public utility.

We now not only have the ledgers and the cash in balance, but are also able to guarantee to the consumer that we are in balance with him--a guarantee to which he is entitled.

In a letter to the Board of Public Service Commissioners the, National Cash Register Company have declared that the remarkable showings in accuracy and speed, in the handling of consumers accounts, in the Department of Public Service, is something unheard of and unequalled in their entire experience in selling cash registers all over the world.

A cash reconciliation in the Department of Public Service is a thing of the past. Our cash is always in balance before eight o'clock of the day following its receipt.

During the month of February, 1925, there was received by mail 170,000 cash stubs with their accompanying checks. These were run and balanced on two National Cash Registers with only two errors for the entire month.

We are now enable to guarantee to our consumers that the remittance they make in payment for service is credited to their account and not to some one else. Previous to this change the lobby was jammed with people making complaints about errors in bookkeeping. Thousands of complaints were received because of credit postings having been applied to the wrong account. It is now a rare occurrence to have a complaint as a result of miscomputations or mispostings.

By means of a more systematic and intelligent follow-up on our collections, the department's average outstnading Accounts Receivable has been reduced approximately $350,000 and the changes in system which are now being tested will make it possible to still further increase this reduction.

Your attention is particularly directed to the great improvement in the conditions in the lobby, the orderly and courteous manner in which the public is handled when paying their bills. This has resulted in much commendation from the public. The old condition of long lines of people, reaching out to the sidewalk from two or three windows has been entirely overcome. The lines are now kept equalized and no windows are allowed to be closed during the rush hours. For the further accomodation of the public two windows are kept open for the payment of bills, and a bookkeeper is held on duty for the purpose of supplying information from the ledgers, on Saturday until five o'clock.

The department's consumer cost, as shows in a study recently completed by Mr. Lester L. Ready, Chief Engineer of the California Railroad Commission, has decreased in the past ten months from $3.02 to $2.74 per consumer. This is still possible of quite a considerable reduction as the work of reorganization progresses.

Very truly yours,

S R Decker

Asst. Controller.

Just before daylight, at
Bishop, California, May 1st, 1925.

Hon R F Del Valle, President,
Board of Public Service,
Los Angeles, California.

Dear Sir:

A delegation of several hundred men and women from all section sof Los Angeles met here yesterday with a great group of the leading citizens of Inyo and Mono counties and ~~farm~~ forever cemented the friendship between this region and Los Angeles in the formation of the big L. W. and M. F. Association. This organization is patterned after, and will operate as an ~~eductionally~~ adjunct to, ~~the~~ John Steven McGroartys famous "Millionaires Club of Contentment of Southern California.

The initials of L. W. and M. F. when properly interpreted mean,-- "less work and more fishning" and like Mcgroartys other society the caption carries a message, a sermon, some doctors advice and a strong first class urge for overworked men and women in the ~~the~~ roaring towns and cities. L. W. and M. F. ~~the~~ memberships will be free for all and the greatest cure all ~~and~~ for the evils of modern life.

Up here in the beautiful Inyo County surrounded by alpine peaks and nearly two thousand glacial lakes,- all alive with game fish,- the leaders of the organization will attempt to bring about the ~~co-operation of~~ careful maintenance of the s lendid road now entering here, and the opening of side roads into the lake region. The recent winner of a prize letter about California claimed there were over 300 mountain lakes in California, and this Association has already discovered and named over 1500 within sixty miles of this town of Bishop.

The State Highway Commission has assumed charge of the road from Mojave to the lakes and streams of this county and the old desert trail is already a good gravel road. It will be kept sprinkled and later on be tranposed into a cement highway. Cars coming through from Los Angeles make the run right into Bishop in eight ~~to~~ twelve hours; or ~~accordingly~~ ~~This is~~ just a one day run to the fishing camps. ~~and~~ On the old road conditions every one allowed a day and a half to two days for the trip.

We send you a picture of a gathering of the L. W. and M. F. members here today. This delegation will break away at daylight and all report back on the first half hours fishing. From the first catch we will select some beattiful specimens and send by special car to arrive we hope before the adjournment of your Board meeting. It means that the roads are now so good that you catch them here in the morning and eat them in Los Angeles the ~~same~~ evening of the same day.

Yours for L.W. and M. F.,

May 12, 1925.

Board of Public Service Commission,
207-211 South Broadway,
Los Angeles, California.

Gentlemen:

There is very deep concern throughout the San Fernando Valley over the local water situation and this Association has been requested to make investigation of the subject to see what relief may be expected. It is a most serious and trying condition we assure you.

We hear rumors and read stories of a greatly augmented water supply which is soon to become available. May we ask you for a frank reply as to when the people of San Fernando Valley may expect assurance of an adequate water supply.

We would call a few facts to your attention which seem to us to justify very serious consideration.

More than ten million dollars loss per year in soil products is being forced upon the residents and householders of San Fernando Valley through this inability or refusal to provide an adequate supply of water.

It is stated by Dr. Clements, Manager of the Agricultural Department of the Los Angeles Chamber of Commerce that more than 50 million dollars worth of necessary food products can easily be raised in the San Fernando Valley, and we believe you will agree with us that this is a very desirable condition to bring about.

The records show that almost unanimous approval has always been voted to the proposals of your Department whenever the people of this Valley have had opportunity to express themselves and we believe they will continue such fine support, however, they do not feel that they have always found this condition reciprocated.

We are quite familiar with the fact that domestic supply and use must have first consideration, but we recall that Mr. Mulholland has stated upon numerous occasions that "it is by co-incidence a fact that lands settled to 50 foot lot occupancy demands the same amount of water as average irrigation needs for agriculture" (except perhaps alfalfa) or words to that effect.

Board of Public Service Commission-#2

San Fernando Valley is wholly within the City and we fail to see any difference, measured by Mr. Mulholland's rule, than any other section of the City.

We are very proud of the fact that you are beginning to utilize the 158,000 acre feet of water stored in the underground gravel bed reservoirs beneath the Valley. We are told that this supply has a commercial value of several million dollars and is a by-product of our agricultural enterprises, but gentlemen, it wounds that pride deeply when you pump this water into the mains which carries it out of the Valley and away from the lands and property which produced it.

That pride in these achievements is especially wounded when we see your board join with and encourage the planning commission and other official bodies in encouraging the expansion of the City over new subdivided districts when this highly important district is thus allowed to languish.

It would seem that there is every economic justification for a more liberal policy toward the San Fernando Valley, and we insist that you give us a comprehensive and early reply to these questions. We assure you that our Civic pride will defend your board in its endeavors to administer these affairs during these trying times, but at the same time, we can't relax our purpose to protect and defend our own local interests and welfare.

We feel the situation demands these frank statements, and we believe you will accept them in the spirit of co-operation which prompts them and that we may have your early favorable action. We will be glad to meet your honorable board in a discussion of this problem.

Thanking you,

Yours sincerely,

THE GREATER SAN FERNANDO VALLEY ASSN.,

By

O. J. Renfrew, Secy.

OJR/KR

c.c. to J. Gordon Whitnall

May 14, 1925

Governor Friend W. Richardson,
Sacramento, California.

My dear Governor:

I have just returned from a trip in the Owens Valley and I wish to express my appreciation for the splendid work being done on the new highway from Mojave to Bishop. I made the trip in a day and enjoyed the ride.

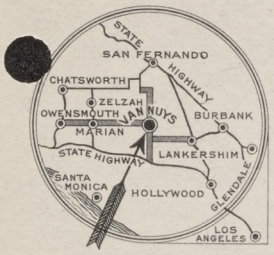
I am enclosing a photograph of the results of spending the next day in the Owens River Gorge. Trout caught that morning were being served on the dinner table in Los Angeles the evening of the same day.

Demonstrating the wonderful possibilities in the opening up of the Owens Valley country and the High Sierras to the tourist trade, not onl y of California but of the world. Enclosed copy showing magnitude of tourist trade.

Very truly yours,

President.

WPW:EB



BANK OF VAN NUYS

COMMERCIAL SAVINGS

CAPITAL AND SURPLUS
$120,000.00

VAN NUYS, CAL.

W. P. WHITSETT, PRESIDENT
H. C. HATTERSCHEID, VICE PRESIDENT
F. N. HIGH, CASHIER

$2,500,000,000 TOURISTS' GOLD WILL BE SPENT

By Associated Press

WASHINGTON, April 18-
Communities near the playgrounds of the nation and along popular motor trails will reap a $2,500,000,00 crop of tourist gold this year, the American Automobile association estimated today, in predicting automobile touring of unprecedent proportions.

Declaring its figures were conservative, the association said motor travelers would divide $1,000,000,000 between Florida and California with the park regions of the West and New England also bidding for a large share.

A 25 per cent increase in the number of long distance tours was forecast.

ITEMS EMBRACED IN THE PROPOSED WATER WORKS

BOND ISSUE TO BE SUBMITTED TO THE VOTERS

JUNE ELECTION 1925

---oOo---

$2,000,000	-	Colorado River Aqueduct Headworks & Diversion (partial construction)
$5,000,000	-	Owens Valley Land Purchases.
$2,200,000	-	Trunk lines and general water works betterments to the grid system, also pumping plants.
$ 800,000	-	St. Francis Dam Construction 42,000 Ac ft.
$10,000,000	-	TOTAL

Colorado Prop. # 170,000,000

ITEMS EMBRACED IN THE PROPOSED WATER WORKS

BOND ISSUE TO BE SUBMITTED TO THE VOTERS

JUNE ELECTION 1925

---ooo---

$2,000,000	-	Colorado River Aqueduct Headworks & Diversion (partial construction)
$6,000,000	-	Owens Valley Land Purchases.
$2,200,000	-	Trunk lines and general water works betterments to the grid system, also pumping plants.
$ 800,000	-	St. Francis Dam Construction
$10,000,000	-	TOTAL

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
SACRAMENTO

June 11, 1925.

Mr. William P. Whitsett,
Board of Public Service Commissioners,
207-11 South Broadway,
Los Angeles, Cal.

Dear Sir:

Assuming that you are interested in the matter of the water supply of the City of Los Angeles, and that you are eager that the property owners of Owens Valley be accorded fair treatment even to a degree of generosity in the sale of their lands and water rights to the City, I am enclosing herewith a copy of a letter from one of your fellow townsmen.

I am not personally acquainted with the writer of this letter but am given assurance that he is not only a large property owner in your City but an influential and successful business man.

You need not reply to this communication unless you so choose, my object being to excite some degree of interest in what I believe to be a very important matter.

Very sincerely yours,

W. F. McClure

Director of Public Works
and
State Engineer.

_____

_____

June 3d, 1925.

_____

_____

Dear Mr. _____

IN RE OWENS VALLEY AND LOS ANGELES.

Some weeks ago I made a trip to Bishop to learn how the water situation was developing, and owing to my business relationship I think that I was able to get at the facts with regard to the situation. As a result of information gained I am deeply concerned, being a large owner of property in Los Angeles, and feel that it is high time for the responsible people of this City to wake up to what is going on in connection with this water question.

Probably ninety percent of the business men of Los Angeles think that the controversy between the Los Angeles Board of Public Service Commissioners and the Owens Valley People has been amicably settled, or is progressing favorably toward such settlement. Such is far from being the truth. While Los Angeles within the last two or three months has purchased most of the stock of the "Owens River and Bishop Creek Canal", together with the lands watered thereby, no progress whatever has been made in negotiations for the rest of the lands watered from Owens River, with water rights, for over two months.

The City has had very definite offers covering these lands and water rights, but has so far offered only from fifty to sixty percent of the asked price.

While this asked price may seem high for these ranches as a ranching proposition, the price asked is but a fraction of the real value of the water rights to Los Angeles, and the farmers know it.

Furthermore, they feel that the City has put the ranchers who are left in a desperate position (I think only about 12000 acres remain unpurchased), by buying up so large a percentage of the irrigated lands in the Owens Valley Irrigation District, and can well afford to take the value of the water into consideration in cleaning up the remaining lands.

As a matter of fact, the City has offered so far, less for this water in perpetuity, than they have sworn in Court it is worth to the City, each and every year. If on top of this the potentialities of this water for power are capitalized, its value can be shown to be many times what the City has offered for it.

The refusal of the City Officials to raise their bid is causing a growing storm of indignation among some of these ranchers,- whose neighbors are moving away to other places; - whose schools are running down hill; - whose chances to sell to anyone but Los Angeles has been destroyed. The level headed element among the community, while emphatically opposed to direct action in any form, confess that they have lost all influence and control of the more radical element, and feel that if Los Angeles Officials do not come up with a fair offer for their land and water within thirty days, some among the ranchers are likely to lose control of themselves and go on a warpath against the aqueduct. Two men in that section are reported to have committed suicide during the last year, brooding over the wrongs which they felt they had suffered in this water fight, and there are others who are likely to go practically insane, but their activity is likely to be directed against Los Angeles instead of against themselves.

The consensus of opinion among those best qualified to judge of the temper of the people seems to be that if another outbreak occurs it will not be a community affair, as the community is against such action, but will be a move by individuals who will start in on a vendetta against the aqueduct, these men starting in with the full expectation of losing their lives before they stop operations against the security of the aqueduct.

If eighty percent of the asked price should be offered, I believe that a deal could be made, but the present offer is considered an insult to their intelligence by these ranchers. I am making this statement as to the possible basis for a deal entirely on my own authority, but would exert every ounce of influence I may have to persuade its acceptance.

If the substantial people of Los Angeles remain quiescent in the situation and allow their Officials to persist in their present attitude, it is my candid opinion that a storm will break out within another month, in spite of everything which the saner element in Owens Valley can do to prevent it, which will place Los Angeles "on the air" again throughout the whole United States.

I ascertained also while in Bishop, that the merchants and property holders in the Valley towns have their own grievance with Los Angeles, which they are going to take care of independent of the ranchers; in fact, the ranchers have lost the cooperation

of the townspeople, who are preparing claims for damages, because of the drying up of the country. If these claims are ignored by Los Angeles, suits will be filed under the Act recently passed at Sacramento. This Act follows closely the lines of a similar Act covering damages done by New York City in building its aqueduct, which Act was affirmed by the United States Supreme Court, and under which heavy damages were collected from New York.

Coincident with the filing of these suits, a campaign of publicity will be let loose all over the Country of a destructive nature. The leaders of thought in the Valley towns do not like the game of destruction, but feel that if Los Angeles is going to destroy their business and property values without compensation, the only thing left for them to do is to fight destruction with destruction.

As a property holder in Los Angeles, I am deeply concerned over this situation and feel that the constructive element in the City ought to be informed of the crisis which is pending. I am sure that any steps you may take to inform the men who have made Los Angeles what it is, as to how matters stand in this water controversy will constitute a public service. It is easily possible for such men to satisfy themselves as to what is the exact truth about the situation, and if my impression above outlined is correct, it is high time that these who are worth while in this community should take a hand in settling this mess.

Respectfully yours,

_____

C O P Y

SAN FERNANDO LEMON ASSOCIATION

San Fernando, Cal.
July 21, 1925

Greater San Fernando Valley Ass'n
Hollywood, Calif.

Dear Sirs:

We are very badly in need of water. Some of our orchards have now gone two months and it seems there is no relief in sight. It just seems to us that if you are able to get this matter so that we can get by this season you have accomplished quite a little for the Valley. If we don't get the water it will certainly put a "black-eye" on our inducstry that will be years getting over. We have been able to get by years before but this is one year that we don't seem to get even a promise now.

Anything you can do for us will appreciated.

Very truly yours,

San Fernando Lemon Ass'n

(Signed) Bert Hanneman, Mgr.

C O P Y

FERNANDO CANNING COMPANY, INC.

San Fernando, Calif.
July 30th, 1925

Greater San Fernando Valley Assn

Taft Building

Hollywood, Calif.

ATTENTION MR. RENFREW

Dear Sir:

We beg to call your attention to the acute water shortage of the Valley, also to the fact that a great many of our Tomato growers have been very seriously effected by the shortage, and if they are not given relief very shortly it will mean a large percentage of the acreage planted to tomatoes will suffer a very serious loss.

We would appreciate very much if you can use your good office in securing water for these growers.

Very truly yours,

FERNANDO CANNING COMPANY, INC.

(Signed) Ja.s H. Gillmor

Aug. 1, 1925

Mr. Jas. H. Gillmor,
Fernando Canning Company, Inc.
San Fernando, Calif.

Dear Mr. Gillmor:

Upon receipt of your letter of July 30, we proceeded immediately in the matter and we believe that we would have succeeded in securing an emergency supply of water when suddenly the big cloudburst occurred on the Aqueduct which temporarily shut off the entire city supply and precluded any additional allotments of water for irrigation.

We are again trying to arrange for an extra appropriation of water for emergency agricultural purposes in the Valley and if we are successful, we will be glad to get in touch with your needs. We appreciate the very delicate and pressing situation concerning water for irrigation purposes.

You will be glad to know that purchases of greatly additional acreage of lands in Owens Valley is being consummated by the Board of Public Service and as a result, a material increase in water supply from that source will be available. It is quite agreed that such action a year or two ago would have saved a material money loss as well as a lowering of the morale of many of our Valley taxpayers and farmers.

We thank you for your interest in this Association and assure you that it will do everything it can for a more abundant water supply. We desire to say in this connection that we believe the Water Board is energetically working toward that end and that ample results will show. Let us accept that view and then not take no for their answer.

Yours very truly,

O. J. RENFREW, Executive Secretary
GREATER SAN FERNANDO VALLEY ASS'N

OJR:FM

Aug. 1, 1925

Mr. Bert Hanneman, Mgr.,
San Fernando Lemon Association,
San Fernando, Calif.

Dear Mr. Hanneman:

Upon receipt of your letter of July 21, we proceeded immediately in the matter and we believe that we would have succeeded in securing an emergency supply of water when suddenly the big cloudburst occurred on the Aqueduct which temporarily shut off the entire city supply and precluded any additional allotments of water for irrigation.

We are again trying to arrange for an extra appropriation of water for emergency agricultural purposes in the Valley and if we are successful, we will be glad to get in touch with your needs. We appreciate the very delicate and pressing situation concerning water for irrigation purposes.

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We thank you for your interest in this Association and assure you that it will do everything it can for a more abundant water supply. We desire to say in this connection that we believe the Water Board is energetically working toward that end and that ample results will show. Let us accept that view and then not take no for their answer.

Yours very truly,

O. J. RENFREW, Executive Secretary
GREATER SAN FERNANDO VALLEY ASS'N

OJR:FM

ORGANIZATION SPONSORS

General
M. H Adamson
Gilbert Beesemyer
B. D. Catherwood
L. A. Dolton
W. S. Dunshee
E. L. Glover
W. J. Haneline
Robert L. Hanley
R. L. Ruddick
James Mayzie
F. P. Newport
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A. Z. Taft, Jr.
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BURBANK
C. H. Branaman
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J. C. Crawford
L. A. Dymond
John H. Jeffries
Geo. E. Marigold
Ben Marks
Watt Moreland
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LANKERSHIM
Dan Bakman
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OWENSMOUTH
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RESEDA
Alex. Jeffrey

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L. Q. Branson
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Volney Craig
H. H. Dace
Mrs. Oda Faulconer
Leo Flynn
P I. Fuller
I. H. Malin
John W. Muckley
H. G. Muegge
Fred D. Parker
H. J. Poppelman
Fred W. Prince

VAN NUYS
Allington-French
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F. A. Berkshire
Walter Bierkamp
M. A. Bessolo
R. R. Edwards
Queen A. Goldman
Jas. F. Goldworthy
L S. Granger
Mark Grimes
B. R. Holloway
A. E. Nordvold
William Petit
Frank E. Slattery
G. G. Steere
A. E. Streeter
Leslie Taylor
C. T. Wardlaw
W. P. Whitsett
Geo. A. Chapman
Mark Sutton

AT LARGE
Fred Sharold
L. H. Boydston

If San Fernando Valley is worth anything, it's worth developing

Greater San Fernando Valley Association

AN ORGANIZATION TO COOPERATE WITH THE OFFICERS OF THE CITY AND COUNTY GOVERNMENTS. AND OTHER PUBLIC GROUPS, TO THE END THAT THE MAJOR DEVELOPMENT PROJECTS NOW UNDER WAY OR TO BE INAUGURATED IN THE SAN FERNANDO VALLEY, MAY BE SPEEDILY CONSUMMATED

405 TAFT BUILDING, HOLLYWOOD
TELEPHONES { GRANITE 0491 / GLADSTONE 6501

O. J. RENFREW
EXECUTIVE SECRETARY

WEBER M. JONES
FINANCIAL SECRETARY

Aug. 1, 1925

Mr. W. P. Whitsett,
Van Nuys,
Calif.

Dear Mr. Whitsett:

Herewith are copies of letter for the San Fernando Lemon Association, and the Fernando Canning Company, regarding shortage of water and our reply to them. It shows a situation and a mental attitude which is prevalent in the Valley. We have felt this situation in our financial canvas in parts of the Valley and we had hopes from what we gleaned from your conversations that there might be a chance for some alleviation through that proposed emergency supply you mentioned.

The last accident to the Aqueduct forstalled an appeal for water, which we proposed to submit to you, but now that conditions are easier is it not possible to secure an appropriation of water for emergency cases? There are several of them which have appealed to us and we desire to help them out in a quiet way and will be glad to put them in touch with you or we will follow such line as you suggest to bring relief to those several needful cases.

The writer is taking an enforced rest of two weeks, but if you will get in touch with Mr. Jones, Mr. Taft, or Mr. Mendenhall, or Mr. Slattery, you can depend upon the best of co-operation in this matter. Some prompt action should be taken.

Hoping that you can find a way to help in these emergency cases,

Yours cordially,

O. J. RENFREW, Executive Secretary
GREATER SAN FERNANDO VALLEY ASS'N

OJR:FM

OFFICERS
A. Z. Taft, Jr.
President
W. P. Whitsett
Vice President
Cecil B DeMille
Vice President
Fred W. Prince
Treasurer

EXECUTIVE COMMITTEE
C. C. Bowerman
Lankershim
Hugo Carlson
Owensmouth
Robert L. Hanley
Los Angeles
Alex Jeffrey
Reseda
John L. Kirkham
Zelzah
I. H. Malin
San Fernando
Walter Mendenhall
Van Nuys
A. L. Schoenborn
Los Angeles
A. Z. Taft, Jr.
Hollywood
Earl L. White
Burbank
L. H. Wood
Burbank
S. H. Woodruff
Hollywood

CAMPAIGN DIVISION COMMANDER

WEST SECTOR
Chatsworth
Owensmouth
Reseda
Zelzah
General
Alex Jeffrey
Colonel
John S. Kirkham

Division No. 1
SAN FERNANDO
Colonel
H. H. Dace
Majors
C. H. Temple
C. C. Knight
H. G. Muegge
Frank Hendershott
Chas. R. Chapman

Division No. 2
LANKERSHIM
Colonel
Fred Weddington
Adjutant
R L. Forsyth
Majors
F. W. Hicks
H. J. Penfield
A. P. Fulcher
R. W. Blanchard

Division No. 3
VAN NUYS
Colonel
Frank E. Slattery
Adjutant
W. L. Shaffer
Majors
F. W. Berkshire
Harry R. Bevis
J. R. Goldsworthy
Bob Allington
Mrs. Fred Kellogg

Division No. 4
BURBANK
Colonel
R. O Church
Adjutant
C. H. Branaman
Majors
W. J. Riley
A. E. Dufur
J. L. Norwood
L. A Dymond

Public Service

July 8, 1925 - Aqueduct repaired, but San Fernando Farmers put this day on half rations for irrigating water. I confess I do not know whether this is propaganda for voting more millions for the rat hole on the Colorado or mismanagement.

On the day of the break, Haiwee Reservoir about 200 miles away, had more than 20,000 acre-feet of water in it; the San Fernando Reservoir only half full and Chatsworth one-fifth full. This situation for a water utility is indefensible: A water supply to be jeopardized for a little power, and especially as the privately owned power companies have this year enough standbys, both steam and water, to take care of more than the entire Los Angeles load, with Aqueduct plants out.

V. H. C.

THE FORD-CRAIG RANCH COMPANY
VOLNEY H. CRAIG, GENERAL MANAGER

SUNKIST
ORANGES

FORD RANCH
SAN FERNANDO, CALIFORNIA

June 28th, 1925.

Letter No. 1 -- Series B.

The Farmers of Los Angeles City in the San Fernando Valley are still on water rations: 13 acre-inches being the season's allotment for alfalfa, - about enough for one good irrigation.

The Engineer for the Owens Valley Irrigation District reports June 20th, 1925, 224-second-feet, or 11,200 miner's inches being used at that date by the Farmers of Owens Valley and 215 second-feet or 10,750 miner's inches flowing to the city, of which 46 second-feet is return water from the farmer's irrigation.

I have had to abandon 165 acres of alfalfa this Spring. A close watch on the city's reservoirs shows less water in storage than last year at the same time and last year before I could use up my allotment for alfalfa (to keep the plants alive) the city shut me off and the Courts denied me any relief even as to my allotment.

We recognize that you must be very tired of hearing of the farmers' troubles of the San Fernando Valley, but, my dear sir, put yourself in our place: for 3 successive years trying to farm under these water shortages - the Water and Power Board are driving the farmers to the wall, not because there was not water always obtainable in Owens Valley and Mono Basin, but I am led now to believe, to create propaganda for voting millions for the rat-hole on the Colorado.

In 1923, after having depleted reservoirs to make power, they began to be-devil the farmers of the San Fernando Valley, -- took water away from one to give it to another and caused us tremendous losses. When I had them on the witness stand in November, 1923, they testified that the shortage only amounted to 4200 acre-feet, or the domestic supply for 1 year for 33,600 persons at 112 gallons per day. Three pumping plants in the floor of the San Fernando Valley would have more than made up the deficiency.

In 1924, the Water and Power Board be-deviled us again -- taking water from one to furnish to another. What their shortage actually was I do not know, for I did not have the opportunity of having them on the witness stand after the season was over: their annual reports show, however, a mean for irrigation use for the last 5 years of 108 second-feet, 112, 104, 104, 105.

In 1925, the Water and Power Board is doing it again -- taking water from one farmer and supplying it to another; crops being irrigated not when the farmer knows they need it but when the Water and Power Board will furnish it. They gave me water for my hay crop this year after it was dead.

The farming business is a very close business and will not stand these continual losses.

It has seemed to me for some time that the farmers of the San Fernando Valley were being dried up to create education for voting bonds for the rat-hole on the Colorado.

LETTER No. 1---SERIES A

Published in the Los Angeles Times, June 20, 1923

To the Taxpayers of Los Angeles City

Every winter the water of the aqueduct runs mostly to waste into the Pacific Ocean; this is an undisputed fact and the wastage amounts to at least 75% of the flow of the aqueduct since its completion.

The wastage of water in a semi-arid country like Southern California is an economic crime.

Together with other farmers of the Valley, I have for seven years tried to stop this great waste; we have tried to prevail upon the Board of Public Service to make a consistent policy of selling this waste water for irrigation in the Valley at rates customary in Southern California for such water. A policy that would benefit the City Treasury, that would augment the flow of the Los Angeles River, that would be of very great assistance to the farmers; that would help all citizens in that it would materially cheapen the cost of food production.

Personally, I have now decided to seek aid of the Courts, believing that where there is a wrong there is a remedy.

I recognize the magnitude of the task; I recognize that in pitting myself against the Board of Public Service with all its attorneys, and with all its engineers, and with a bottomless purse kept full by taxpayers I am facing a Goliath.

Every citizen of Los Angeles is interested in this fight and I here and now give them the opportunity of assisting in it financially. This fight is going on whether citizens assist me or not, but it is money that makes the fur fly.

I would be glad to accept financial assistance under the following express conditions:

1. As there must be unity of command no contributor gains any voice in the management of this fight; I will need, and will listen attentively to counsel, but in the end I will make the decision. I do not want your assistance if I have not your confidence.

2. Contributions shall be confidential and disposed of solely at my discretion.

3. That it is distinctly understood that I am giving only my spare time to this fight, and only after I have attended to my own business and affairs and that as I am acting without any compensation that no contributor has any right to haul me over the coals for any act of omission or commission.

4. That contributions be earmarked and after this fight is over, or annually. if it lasts more than a year, a statement be published in the Los Angeles Times showing itemized contributions earmarked and itemized expenditures, and finally giving the unexpended balance, if any, to the Salvation Army.

(SIGNED:) VOLNEY H. CRAIG

Ford Ranch, San Fernando, Cal., June 18, 1923.

I am more impressed with this conclusion by watching the actions of Pasadena. Pasadena has been until recently very anxious to pour a few millions into the rat-hole on the Colorado. In order to create education for voting millions of bonds she has passed sprinkling ordinances, compels some 500 gardners to sit up nights to sprinkle lawns and gardens and makes the tired business man after he comes home from work, sprinkle in the dark, because friend wife has been denied water in the day time.

Pasadena has plenty of water and the pumps installed to pump it with and she only claims to have saved last year at the bottom of the wells in the gravel basin 930 acre-feet for the entire year; she does not know whether she saved this water for herself, for Alhambra, or for Whittier, or for the Pacific Ocean, nor does anybody else. It is simply education to vote millions for the rat-hole on the Colorado, not for domestic water, for that is absurd.

On the back hereof I have printed my first letter to the "Los Angeles Taxpayers": I have expended $14,365.51 in this fight from June 20, 1923 and I need some more money very badly, which I would be glad to accept under the express conditions named in said letter. Send me a dollar's worth of 2-cent postage stamps.

It is an uphill fight but we can report decided progress and I expect to live to see the day when Owens Valley water will be stored in the great granite gravel basins of Southern California instead of being stored in the Pacific Ocean as in the past.

Among other things accomplished we can report as follows:

1. Forced the Water and Power Board to drill and equip with pumps a series of wells in the floor of the San Fernando Valley where on oath in 1923 Mr. Mulholland testified wells would do no good.

2. Showed the Water and Power Board that they were amenable to the laws of California. Recently in order to punish me they dug up a pretended water bill against me of some $1200.00 and although confessedly outlawed by the Statute of Limitations put me to the expense of a law-suit. I wanted this suit to go to the Supreme Court so that we would have a record of their effrontery, but, unfortunately, I won in the lower Court. After printing the record the Water and Power Board abandoned the case.

3. A year ago the Bean Committee of the Van Nuys Chamber of Commerce went up to Owens Valley and came back and reported there was no more water to be got there - we were getting it all - (the present aqueduct only half full at the time). A few days ago the Associated Chambers of Commerce of the San Fernando Valley (including Van Nuys Chamber) passed a Resolution that a second aqueduct should be built to the Owens Valley and all water be purchased.

Of course I have to admit a great defeat on the $2,000,000 bond issue for the rat-hole on the Colorado - I was the only man or organization that fought these bonds, - I know it - and the vote shows it; there were 382,165 registered voters in Los Angeles at the time of the election and only 102,000 voted on this issue. We are not dismayed; with a little help we could have beaten these bonds badly.

Yours very truly,

Volney H. Craig.

P.S. If the Water & Power Board want to help the little thirsty municipalities of the San Gabriel Valley, why not sell them 50 second-feet of waste Aqueduct water and store it in Devil Gate Reservoir instead of the Pacific Ocean - from there it will go underground to most of them.

Fullow

COPY

August 14, 1925.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:-

In conformity with the provisions of Sec. 81 of the City Charter, there is submitted the following report of the activities of the Bureau of Power and Light for the month of July, 1925:

OPERATION

At the five power plants of the Power Bureau there was generated a total of 10,803,240 K.W.H. of electrical energy from an average flow of 124 second feet of water. The system load was approximately 38,660,000 K.W.H., with an estimated peak of 89,680 K.W. It is estimated that there was purchased a total of 28,626,000 K.W.H., with a peak demand of 57,600 K.W. The total system load was approximately 26.6% higher than that of July, 1924.

A carrier current telephone system operating on the 110,000 volt transmission line was placed in service and is operating satisfactorily, thus affording substantial relief to the Aqueduct telephone line.

At the General Warehouse the total issue of equipment, material and supplies was approximately $380,000.

At the Electrical Repair Shop the drying out of three 10,000 K.V.A. transformers for installation at Central Receiving Station No. 1 was completed; also numerous other jobs, including the overhauling and repairing of 264 transformers.

At the Testing Laboratory over 4,000 meters and 420 transformers received the necessary tests.

The General Machine Shop fabricated four 4-wheel steel tool box trailers, 3 iron gates for the Van Nuys Station and 19 semi-Pullman truck bodies for 3½ ton trucks, besides a large number of other small jobs.

In the Transportation Section 15 automobiles were overhauled; minor repairs were made on 160 other motor vehicles and 20 motor vehicles were re-painted.

COPY

August 4, 1926.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

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In conformity with the provisions of Sec. 81 of the City Charter, there is submitted the following report of the activities of the Bureau of Power and Light for the month of July, 1926:

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A carrier current telephone system operating on the 110,000 volt transmission line was placed in service and is operating satisfactorily, thus affording substantial relief to the Aqueduct telephone line.

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At the Electrical Repair Shop the drying out of three 10,000 K.V.A. transformers for installation at Central Receiving Station No. 1 was completed; also numerous other jobs, including the overhauling and repairing of 564 transformers.

At the Testing Laboratory over 4,000 meters and 420 transformers received the necessary tests.

The General Machine Shop fabricated four 4-wheel steel tool box trailers, 3 iron gates for the Van Nuys Station and 15 semi-Pullman truck bodies for 3½ ton trucks, besides a large number of other small jobs.

In the Transportation Section 15 automobiles were overhauled; minor repairs were made on 160 other motor vehicles and 20 motor vehicles were re-painted.

CONSTRUCTION

The most important accomplishment for the month was the bringing of construction work on Big Pine Power Plant No. 3 to a point where it was possible to put such plant in operation, and it is now carrying a load of 2,000 K.W. This was done notwithstanding the fact that on two occasions during the month more than 100 men were sent to assist in repairing damage done to the Aqueduct by cloudbursts.

The work of installing new electrical equipment at Central Receiving Station No. 1 is progressing satisfactorily, and three 10,000 K.V.A., 110,000/33,000 volt transformers were placed in operation on July 26th.

The work of constructing a General Machine Shop building is also progressing satisfactorily and it is estimated that the building is now about 67 percent complete.

Good progress is being made on the preliminary survey of the 110,000 volt transmission line from Central Receiving Station No. 1 to Wilmington. Necessary rights of way for this line are being purchased as rapidly as possible.

Preliminary engineering investigations and studies are being made for an auxiliary steam plant and specifications have been prepared for 1 steam generating unit.

Preliminary surveys for the proposed Lone Pine-Porterville Highway were started during the month, such work being done in accordance with an informal agreement with the supervisors of Inyo County.

The work of making the necessary extensions, additions and betterments to the overhead and underground distribution systems is progressing in accordance with the program adopted approximately one year ago.

A new 33,000 volt line from Distribution Station No. 8-A (Pacific Electric Vineyard Station) to the new distribution station to be built at Sawtelle has been practically completed. This line will constitute one of two supplying this substation and is constructed with 3/0 copper.

The replacing of wire on the West Slauson line from Distribution Station No. 6 at Vine and Romaine Streets to Distribution Station No. 17-B, at Eleventh and Irolo Streets, and the East San Pedro line, between Distribution Station No. 4, at 5736 South Figueroa Street, and San Pedro Distribution Station No. 3, at Harbor Boulevard and Regan Street, has been completed, increasing the wire sizes from No. 2 to No. 3/0.

Several large reconstruction jobs on the low voltage system are in progress in various parts of the city, as follows:

In the section east of Boyle Avenue and south of Brooklyn Avenue,

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The work of installing new electrical equipment at Central Receiving Station No. 1 is progressing satisfactorily, and three 10,000 K.V.A., 110,000/33,000 volt transformers were placed in operation on July 25th.

The work of constructing a General Machine Shop building is also progressing satisfactorily and it is estimated that the building is now about 67 percent complete.

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Several large reconstruction jobs on the low voltage system are in progress in various parts of the city, as follows:

In the section east of Boyle Avenue and south of Brooklyn Avenue,

the work is approximately 30 percent complete. The work being done there will relieve, to a great extent, the overloaded and low voltage conditions now existing in that district.

In the Highland Park and Garvanza sections about 70 percent of the necessary rebuilding is complete. The work being done here is so designed as to allow consolidation with the adjacent Edison Eagle Rock system which it is expected will be acquired by condemnation.

The reinsulation and rebuilding of the Owensmouth section and converting it to 4400 volts is approximately 90 percent complete. Additional transformers have been installed in the old Owensmouth Distribution Station, relieving temporarily the existing overload pending the building of the new station.

In the Gardena District about 75 percent of the rebuilding and reconstructing of the system has been completed, including the installation of a pole rack substation on Normandie Avenue, south of 168th Street, known as Station No. 38.

The necessary lines have been run for serving 161 new street lights to be placed in the section west of Vermont Street and north of Manchester Avenue.

DISTRIBUTION STATIONS

The distribution station, office and headquarters buildings, located at Sherman Way and Oxnard Street, Van Nuys, and known as District No. 5 Headquarters, have been completed, with the exception of painting the interior of the warehouse.

Good progress is being made on the new District No. 2 Headquarters, located at Clinton and Hoover Streets. The excavation is complete for the warehouse, and the necessary back-filling of the lot is done. The saw mill and cement shed are erected, ready to start active construction work. Some of the reinforcing is in place, and the pouring of concrete footings started.

At the site of the new Longwood Distribution Station, located at Longwood Avenue and San Vicente Boulevard, excavating is well under way, and concreting of footings has been started. The lot is being brought to a permanent grade, and for this work we are using the new Fordson Tractor, which is proving highly successful.

At the Artesian Pole Yard, located at 3237 Artesian Street, a modern, up-to-date yard has been provided for the efficient storage and handling of poles to supply that section of the city east of the Los Angeles River. This result has been accomplished by the paving of the main street and driveways, the construction of concrete piers for the storing of poles, the erection of a modern Cyclone fence and quarters for the storage of tools and the use of the yard men.

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The necessary lines have been run for serving 181 new street lights to be placed in the section west of Vermont Street and north of Manchester Avenue.

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Rearranging of the office facilities at the Municipal Water and Power Building, 207 South Broadway, has been progressing steadily. The second and third floors have been remodeled thruout and some work done on the first and fourth floors.

UNDERGROUND

3600 feet of 9 duct, 1000 feet of 6 duct conduit, together with 4 transformer vaults and 26 manholes have been constructed on Eighth Street, between Los Angeles Street and Central Avenue. This installation will enable us to serve this section of territory from the underground system, and remove the obsolete overhead equipment, and extends our underground system in accordance with the provisions of the ordinance for this street.

Work has also been done on Eighth Street, between Spring and Los Angeles Streets, on the construction of the 33 K.V. duct line connecting Francisco Distribution Station with the Fourth Street Station.

Progress has also been made in pulling in the 33 K.V. cable between Distribution Stations Nos. 1 and 12, about 60 percent of this cable now having been installed.

NEW BUSINESS

Several large installations on consumers' premises have been installed, three of these installations having a total capacity of 850 K.V.A. At the Industrial Substation of the Globe Ice Cream Company, located on West Jefferson Street, the connected capacity has been increased from 1000 K.V.A. to 1650 K.V.A.

1342 services (net) were added to the system, of which 1212 were for light, and 130 for power.

Applications for new power services total 2686 H.P., with an annual estimated revenue of $44,742.00. The estimated revenue for light to be used on the same premises as the power is $29,535.00, additional.

New business secured of particular interest is as follows:

Four Theatres: 290.5 H.P. connected in power - 760.3 K.W. connected in lighting. Estimated annual revenue $19,950.00.

One Office Building: 605 H.P. connected in power - 1083 K.W. connected in lighting. Estimated annual revenue $13,200.00.

Petroleum Industry: 65 H.P. connected in power - Estimated annual revenue $3,000.00.

Rock Crusher: 130 H.P. connected in power - 3 K.W. connected in lighting. Estimated annual revenue $2,050.00.

Rearranging of the office facilities at the Municipal Water and Power Building, 807 South Broadway, has been progressing steadily. The second and third floors have been remodeled thruout and some work done on the first and fourth floors.

UNDERGROUND

5600 feet of 9 duct, 1000 feet of 6 duct conduit, together with 4 transformer vaults and 26 manholes have been constructed on Eighth Street, between Los Angeles Street and Central Avenue. This installation will enable us to serve this section of territory from the underground system, and remove the obsolete overhead equipment, and extends our underground system in accordance with the provisions of the ordinance for this street.

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1542 services (net) were added to the system, of which 1212 were for light, and 130 for power.

Applications for new power services total 2886 H.P., with an annual estimated revenue of $44,742.00. The estimated revenue for light to be used on the same premises as the power is $29,838.00, additional.

New business secured of particular interest is as follows:

Four Theatres: 290.5 H.P. connected in power - 760.5 K.W. connected in lighting. Estimated annual revenue $19,950.00.

One Office Building: 606 H.P. connected in power - 1083 K.W. connected in lighting. Estimated annual revenue $13,800.00.

Petroleum Industry: 66 H.P. connected in power - Estimated annual revenue $3,000.00.

Rock Crusher: 130 H.P. connected in power - 3 K.W. connected in lighting. Estimated annual revenue $2,080.00.

One Warehouse: 137 H.P. connected in power - 72 K.W. connected in lighting. Estimated annual revenue $1,750.00.

One Marble Works: 50 H.P. connected in power - Estimated annual revenue $1,500,000.

One Printing & Engraving Shop: 72 H.P. connected in power, 5 K.W. connected in lighting - Estimated annual revenue $1,350.00.

One Nursery: 60 H.P. connected in power - Estimated annual revenue $1,200.00.

One Hotel: 12 H.P. connected in power, 41 K.W. connected in lighting - Estimated annual revenue $1,150.00.

One Fertilizer Plant: 50 H.P. connected in power - Estimated annual revenue $1,000.00.

CONNECTED LOAD DATA

The additional connected power load due to new service installations is 2640.1 H.P., the net increase in connected power load for the month being 2542.0 H.P. The net increase is less than new service installations, because of increases and decreases in connected load on existing services, or discontinuance and resumption of use.

The total connected power load activities for the month, (exclusive of temporary services) was as follows:

District	Net increase for the month	Total as of July 31, 1925.
Los Angeles	1814.6 H.P.	192,520.6 H.P.
San Pedro	367.0 "	31,672.3 "
San Fernando	25.4 "	4,867.2 "
Sawtelle	49.3 "	1,522.3 "
Van Nuys	114.1 "	3,532.3 "
Owensmouth	171.6 "	1,708.8 "
System Total	2542.0 "	235,823.5 "

To the Board - 6. 8-7-25.

One Warehouse: 127 H.P. connected in power - 72 K.W. connected in lighting. Estimated annual revenue $1,750.00.

One Marble Works: 50 H.P. connected in power - Estimated annual revenue $1,500,000.

One Printing & Engraving Shop: 72 H.P. connected in power, 5 K.W. connected in lighting - Estimated annual revenue $1,350.00.

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System Total	2542.0 "	286,822.6 "

INSTALLATION AND REMOVAL OF SERVICES

Overhead street lights installed	224
Overhead street lights removed	31
Ornamental lights installed	317
Services installed	1626
Services removed	284
Meters installed	1588
Meters removed	356
Miscellaneous complaints investigated	3440
Fuse up orders	7136
Pull fuse orders	8707
Meter re-reads	2381
Load checks	748

FINANCIAL

The following financial data, which are in some instances approximate, are submitted for your information and guidance.

The Gross Revenues for month of July were approximately $800,000.00. Cash on hand at the beginning of the month amounted to $1,210,000.00. Receipts during the month were $901,000.00 and the disbursements $1,176,000.00, leaving cash on hand as of July 31, of approximately $953,000.00, not including trust funds in the hands of the Controller and Cashier. Liabilities incurred during the month, including energy purchases, joint expense and bond principal and interest, amounted to approximately $1,782,000.00.

Liabilities incurred are listed as follows:

Pay Rolls	$ 408,889.32
Contracts	323,170.90
Purchase orders and sub orders	391,543.52
Board Resolutions (mostly land purchases)	179,498.43
Energy Purchases	243,850.19
Joint Expense	60,000.00
Bond Payments	175,000.00
Total	$1,781,952.36

The outstanding liabilities as of July 31, amounted to approximately $2,960,000.00, of which approximately $900,000.00, covering the amount withheld on Edison Energy bills, as a protection for our claim in connection with the operating agreement and $380,000.00 in the form of extension and special deposits. The

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Energy Purchases	243,850.19
Joint Expense	60,000.00
Bond Payments	175,000.00
Total	$1,781,952.36

The outstanding liabilities as of July 31, amounted to approximately $2,960,000.00, of which approximately $900,000.00, covering the amount withheld on Edison Energy bills, as a protection for our claim in connection with the operating agreement and $380,000.00 in the form of extension and special deposits. The

current assets, not including unbilled I & C jobs and trust funds, amounted to approximately $1,710,000.00. This would indicate that actual current liabilities as of July 31, exceeded current assets by approximately $350,000.00.

Respectfully submitted,

Chief Electrical Engineer and
General Manager.

SBN/HH

To the Board - 7. 8-7-35.

current assets, not including unbilled I & D jobs and trust funds, amounted to approximately $1,710,000.00. This would indicate that actual current liabilities as of July 31, exceeded current assets by approximately $350,000.00.

Respectfully submitted,

Chief Accountant Engineer and
General Manager.

SBN/HM

TREASURY DEPARTMENT

Internal Revenue Service

Los Angeles, Calif.

August 25, 1925.

Board of Water Works & Supply,
Board of Power & Light,
232 South Broadway,
Los Angeles, Calif.

Sirs:

I am directed by the Commissioners of Internal Revenue at Washington, D. C., to prepare returns of income of the officers and employees of the Bureau of Water Works & Supply and of the Bureau of Power & Light of the City of Los Angeles for the calendar years of 1918, 1919, 1920, 1921, 1922, 1923 and 1924; and in order that such work may be accomplished, I have to ask that you kindly have prepared and submitted to me at the earliest convenient date statements showing the name and address of each officer and employee and the amount of salary, wages, or other remuneration received by such officer or employee. Each year should be shown separately.

Permission is also desired for my Deputy Collectors to obtain the above information from the records of those Bureaus and from the office of the Controller or to verify from such records any information submitted relative to amounts of salaries, wages, and other remuneration paid and names and addresses, should such action be deemed necessary by this office.

Respectfully,

Rex B. Goodcell, COLLECTOR,

By E. M. Cohee,

CHIEF OFFICE DEPUTY.

BES-EG

TREASURY DEPARTMENT

Internal Revenue Service

Los Angeles, Calif.

August 25, 1925.

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Permission is also desired for my Deputy Collectors to obtain the above information from the records of those Bureaus and from the office of the Controller or to verify from such records any information submitted relative to amounts of salaries, wages, and other remuneration paid and names and addresses, should such action be deemed necessary by this office.

Respectfully,

Rex B. Goodsell, COLLECTOR,

By E. H. Cohee,

CHIEF OFFICE DEPUTY.

RES-EG

Board Public Service

September 11, 1925.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:

In conformity with the provisions of Sec. 81 of the City Charter, there is submitted the following report of the activities of the Bureau of Power and Light for the month of August, 1925:

OPERATION

In the month of August, 19,689,120 K.W.H. were generated in our power plants from an average flow of 242 second feet of water. The system load was approximately 39,000,000 K.W.H. with an estimated peak of 95,220 KW. The system load was 23.8% higher than that for August of last year, while the system peak was 34.8% higher than the similar peak for last year. It is estimated that 20,250,000 K.W.H. were purchased from the Southern California Edison Company with a peak demand of 68,500 KW.

The estimated issues from the General Warehouse for the month of August totaled $481,662.67. These figures are based upon the actual amount of business done for approximately 25 days in the month, the last five days being estimated as it is too early in the month to give the actual figures for the entire month. During the month the Van Nuys Warehouse and Yard were completed and placed in operation.

At the General Machine Shop during the month considerable work was completed, the larger jobs being a power take-up reel for the Distribution Division, iron gates for Van Nuys Yards, stairways and miscellaneous iron work for new machine shop building, also 175 miscellaneous jobs.

At the Garage eleven auto trucks and forty-three touring cars

September 11, 1925.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:

In conformity with the provisions of Sec. 91 of the City Charter, there is submitted the following report of the activities of the Bureau of Power and Light for the month of August, 1925:

OPERATION

In the month of August, 19,689,120 K.W.H. were generated in our power plants from an average flow of 242 second feet of water. The system load was approximately 39,000,000 K.W.H. with an estimated peak of 95,220 KW. The system load was 23.8% higher than that for August of last year, while the system peak was 34.8% higher than the similar peak for last year. It is estimated that 20,250,000 K.W.H. were purchased from the Southern California Edison Company with a peak demand of 68,500 KW.

The estimated issues from the General Warehouse for the month of August totaled $481,532.67. These figures are based upon the actual amount of business done for approximately 25 days in the month, the last five days being estimated as it is too early in the month to give the actual figures for the entire month. During the month the Van Nuys Warehouse and Yard were completed and placed in operation.

At the General Machine Shop during the month considerable work was completed, the larger jobs being a power take-up reel for the Distribution Division, iron gates for Van Nuys Yards, stairways and miscellaneous iron work for new machine shop building, also 175 miscellaneous jobs.

At the Garage eleven auto trucks and forty-three touring cars

were overhauled and semi-overhauled in addition to general maintenance work on all cars operated by the Bureau.

At the Carpenter Shop, in addition to the customary miscellaneous work completed during the month, considerable work has been done with renewing and refinishing desks, tables, and other furniture for the Bureau as a whole. The Carpenter Shop has also been very active in the fabrication of benches, cabinets, etc., for the new Machine Shop and Garage building.

At the Electric Repair Shop the major work for the month includes the overhauling, cleaning and varnishing of 25,000 K.V.A. synchronous condenser at Central Receiving Station, rebabbiting bearings, repairing squirrel cage, winding and disassembling No. 4 MG set at Distribution Station No. 12 preparatory to the winding of the stator, overhauling of three 1,000 K.V.A. transformers, changing of one MG set from 60 to 50 cycles, cleaning and repairing some 110 service transformers. In addition to this various miscellaneous repair and maintenance work was performed.

At the Testing Laboratory 1,572 meters were tested and 758 were tested in the field; 223 new transformers were tested and 161 re-tests were made.

Rubber Gloves tested	1,336 prs.
Oil tested	16,093 gals.
No. of samples	307
Insulators tested.	460

In addition to the above there were various miscellaneous tests and minor repair work performed by this Department.

In the Transportation Section, in addition to trucks furnished for various miscellaneous service, and a general supervision of all the equipment operated by the Bureau, there were 29 trucks out in the transportation pool room. The total ton miles of the transportation pool for the month was 44,853. It is expected that in the following months we will be able to conduct transportation operations with some reduction in equipment.

CONSTRUCTION

A summary of the progress of construction work of major importance follows:

BIG PINE DEVELOPMENT

During the month of August the Big Pine Power Plant No. 3 was operated by the construction forces as construction work in that vicinity is not yet complete. The total power generated was 1,202,000

were overhauled and semi-overhauled in addition to general maintenance work on all cars operated by the Bureau.

At the Carpenter Shop, in addition to the customary millwork done with renewing and refinishing desks, tables, and other furniture for the Bureau as a whole. The Carpenter Shop has also been very active in the fabrication of benches, cabinets, etc., for the new Machine Shop and Garage building.

At the Electric Repair Shop the major work for the month included the overhauling, cleaning and varnishing of 88,000 K.V.A. synchronous condensor at Central Receiving Station, rebabbiting bearings, repairing squirrel cage, winding and disassembling No. 4 MG set at Distribution Station No. 12 preparatory to the winding of the stator, overhauling of three 1,000 K.V.A. transformers, changing of one MG set from 60 to 60 cycles, cleaning and repairing some 110 service transformers. In addition to this various miscellaneous repair and maintenance work was performed.

At the Testing Laboratory 1,872 meters were tested and 728 were tested in the field; 888 new transformers were tested and 161 re-tests were made.

Rubber Gloves tested	1,886 prs.
Oil tested	16,092 gals.
No. of samples	307
Insulators tested.	480

In addition to the above there were various miscellaneous tests and minor repair work performed by this Department.

In the Transportation Section, in addition to trucks furnished for various miscellaneous services, and a general supervision of all the equipment operated by the Bureau, there were 89 trucks out in the transportation pool room. The total ton miles of the transportation pool for the month was 44,885. It is expected that in the following months we will be able to conduct transportation operations with some reduction in equipment.

CONSTRUCTION

A summary of the progress of construction work of major importance follows:

BIG FINE DEVELOPMENT

During the month of August the Big Fine Power Plant No. 3 was operated by the construction forces as construction work in that vicinity is not yet complete. The total power generated was 1,802,000

K.W.H. A construction force of approximately 90 men is still working at Big Pine building a road from the main canyon road along the flow line to the intake a distance of 2500 feet; also grading grounds around powerhouse and cleaning up and moving construction equipment to Laws warehouse.

MISCELLANEOUS CONSTRUCTION WORK

Satisfactory progress is being made on the construction of the general machine shop building. All concrete work has been completed with the exception of the machinery foundations and the first floor slab. Approximately 70 men are engaged on this work.

The work of installing equipment in Central Receiving Station is 80% completed. All contemplated architectural changes required for the installation of new equipment have been completed.

During the month advertisements were published calling for bids for furnishing equipment for a proposed stand-by steam plant.

The purchase of rights-of-way for a transmission line from Central Receiving Station to Wilmington has been continued.

The preliminary survey of the Lone Pine-Porterville road has been completed from Carroll Creek to Horseshoe Meadows.

33 KV LINES

The construction of the new 33 KV line from Vineyard P.E. Station to the new Sawtelle Distribution Station is completed with the exception of a small section which is held up because of delay in obtaining the necessary right-of-way.

A new 33 KV feeder is being constructed from Distribution Station No. 8 and is now 50% completed.

The new 3-7 feeder from Distribution Station No. 3 to Wilmington is completed and it is planned to connect it with the system on Saturday, September 5th.

LOW VOLTAGE SYSTEM

Construction in the section east of Boyle Avenue and south of Brooklyn Avenue is approximately 80% completed.

The rebuilding of lines in the Highland Park and Garvanza section is practically completed.

Reconstruction in the Gardena Section, including the installation of a pole rack distribution station, known as Station No. 38, on

K.W.H. A construction force of approximately 90 men is still working at Big Pine building a road from the main canyon road along the flow line to the intake a distance of 5800 feet; also grading grounds around powerhouse and cleaning up and moving construction equipment to Lone warehouse.

MISCELLANEOUS CONSTRUCTION WORK

Satisfactory progress is being made on the construction of the general machine shop building. All concrete work has been completed with the exception of the machinery foundations and the first floor slab. Approximately 70 men are engaged on this work.

The work of installing equipment in Central Receiving Station is 80% completed. All contemplated architectural changes required for the installation of new equipment have been completed.

During the month advertisements were published calling for bids for furnishing equipment for a proposed stand-by steam plant.

The purchase of rights-of-way for a transmission line from Central Receiving Station to Wilmington has been continued.

The preliminary survey of the Lone Pine-Porterville road has been completed from Carroll Creek to Horseshoe Meadows.

55 KV LINES

The construction of the new 55 KV line from Vineyard P.H. station to the new Sawtelle Distribution Station is completed with the exception of a small section which is held up because of delay in obtaining the necessary right-of-way.

A new 55 KV feeder is being constructed from Distribution Station No. 8 and is now 80% completed.

The new 3-7 feeder from Distribution Station No. 3 to Wilmington is completed and it is planned to connect it with the system on Saturday, September 25th.

LOW VOLTAGE SYSTEM

Construction in the section east of Boyle Avenue and south of Brooklyn Avenue is approximately 80% completed.

The rebuilding of lines in the Highland Park and Garvanza section is practically completed.

Reconstruction in the Gardena Section, including the installation of a pole rack distribution station, known as Station No. 36, on

Normandie Avenue south of 168th Street, is progressing rapidly and is 80% completed.

The new street light circuits 25-1 and 25-2 out of Station No. 25 are 90% complete and circuit 25-3 is 40% complete.

Several new feeder lines in San Pedro district are well under way.

Reinsulating the lines to 4400 volt operation in District No. 4 has been started and a new feeder to pick up the present 4-8 circuit at 91st Street and Menlo Avenue - 80th Street and Figueroa Street is nearly finished.

Reinsulating for 4400 volt operation from Vernon Avenue to 31st Street and from Central Avenue to the City limits is well under way and two new feeders out of Station No. 18 are practically finished.

The new highline to Station No. 18 has been started.

The reinsulating of the line from Owensmouth to Reseda for 33 KV operation has been finished.

The reinsulating for 4400 volts operation in Owensmouth is finished and the transformers have been installed. It is ready to be cut over as soon as the Distribution Station is completed.

The new line between Owensmouth and Chatsworth is complete and working.

A new street light circuit has been completed in San Pedro, which will greatly increase the street lighting facilities in this district.

DISTRIBUTION STATIONS

The painting of the Warehouse at Van Nuys is finished and the Assembly Hall is now being painted.

Progress is being made in the construction of new headquarters and warehouse for District No. 2 at Clinton and Hoover Streets. The form work and concrete pouring is progressing and the footings are in for the headquarters building. Some concrete has been poured for the walls of the warehouse.

Longwood Distribution Station, No. 8, at Longwood Avenue and San Vincente Boulevard, is progressing very nicely. Concrete work is well under way and the steel erected. Work is now being done on the roof forms. Low tension switch cells are in place and the back fill completed.

Normandie Avenue south of 108th Street, is progressing rapidly and is 80% completed.

The new street light circuits 25-1 and 25-2 out of Station No. 25 are 90% complete and circuit 25-3 is 40% complete.

Several new feeder lines in San Pedro district are well under way.

Reinsulating the lines to 4400 volt operation in District No. 4 has been started and a new feeder to pick up the pressure 4-8 circuit at 91st Street and Menlo Avenue - 80th Street and Figueroa Street is nearly finished.

Reinsulating for 4400 volt operation from Vernon Avenue to 81st Street and from Central Avenue to the City limits is well under way and two new feeders out of Station No. 18 are practically finished.

The new highline to Station No. 18 has been started.

The reinsulating of the line from Owenmouth to Reseda for 33 KV operation has been finished.

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Progress is being made in the construction of new headquarters and warehouse for District No. 2 at Clinton and Hoover Streets. The form work and concrete pouring is progressing and the footings are in for the headquarters building. Some concrete has been poured for the walls of the warehouse.

Longwood Distribution Station, No. 8, at Longwood Avenue and San Vincente Boulevard, is progressing very nicely. Concrete work is well under way and the steel erected. Work is now being done on the roof forms. Low tension switch cells are in place and the back fill completed.

The construction of Distribution Station No. 28, at Sawtelle, has been started. The wall foundations are completed and we are now excavating and making forms for the pier foundations.

The Menlo Distribution Station, No. 14, is under way and the foundations are practically completed. Work has also been started on the new Station at Owensmouth, and the concrete for the foundations is being poured.

The column footings at Station No. 5 have all been moved to the new location and the changes in drawings have been taken care of in the field.

Form work for the new structure is well under way and we are excavating for the tunnel.

UNDERGROUND SYSTEM

Construction of the 33 KV line, from Francisco Street Station to Station No. 12, on 4th Street, is making good progress. The conduit is being installed along Los Angeles Street and has now reached a point just north of 6th Street.

Some little difficulty was experienced in crossing 7th Street and 6th Street, on account of the heavy traffic at the intersection of these streets with Los Angeles Street, but satisfactory progress is being made with this construction and it is now about 90% completed.

33 KV cable between Central Receiving Station and Station No. 12 is all installed.

The splicing is completed from Station No. 1 as far as Commercial Street.

The construction of a new conduit on Figueroa Street, from 2nd Street to 6th Street, has been finished as far as 4th Street, but is being held up from 4th Street to 6th Street by the Pacific Electric Railway Company, who are repairing their tracks.

The Central Avenue conduit is finished and cable is being pulled in.

These two jobs are part of the reconstruction necessary to change from overhead to underground distribution.

REMODELING OF MUNICIPAL WATER AND POWER BUILDING

The work of remodeling this building was temporarily suspended until further space had been vacated by the occupants moving to the new

The construction of distribution Station No. 28, at Sawtelle, has been started. The wall foundations are completed and we are now excavating and making forms for the pier foundations.

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The Central Avenue conduit is finished and cable is being pulled in.

These two jobs are part of the reconstruction necessary to change from overhead to underground distribution.

REMODELING OF MUNICIPAL WATER AND POWER BUILDING

The work of remodeling this building was temporarily suspended until further space had been vacated by the occupants moving to the new

building, but work is now going forward on the 4th and 5th floors.

The contract has been let for the stairway between the first floor and the basement.

Bids have been received for changes in the counters on the first floor, but the award has not yet been made.

Approximately 75% of the Telautograph cable has been installed, and connections in the distribution boxes are being made. The first shipment of instruments has arrived, but installations can not be made until the station boxes are received and put in place.

The lighting fixtures are now being changed in all offices throughout the building.

SALES ACTIVITIES

Applications secured for new power services during the month total 2711 H.P., with an annual estimated revenue of $47,052.00. The estimated revenue for light to be used on the same premises as the power is $22,512.00, additional.

New business secured of particular interest is as follows:

Department Store and Theatre: 342 H.P. connected in power - 377 K.W. connected in light. Estimated annual revenue $8100.00.

Theatre Building: 64 H.P. connected in power - 197 K.W. connected in light. Estimated annual revenue $6880.00.

Motion Picture Theatre: 10½ H.P. connected in power - 30½ K.W. connected in light. Estimated annual revenue $1350.00.

Two Water Pumping Plants: 400 H.P. connected in power - 1 K.W. connected in light. Estimated annual revenue $7015.00.

Two Oil Well Gas Compressor Plants: 190 H.P. connected in power. Estimated annual revenue $6000.00.

Oil Pumping Plant: 200 H.P. connected in power. Estimated annual revenue $2000.00.

Store Building: 399½ H.P. connected in power. Estimated annual revenue $5000.00.

Dry Goods Store: 30 K.W. connected in light. Estimated annual revenue $1400.00.

Dairy: Additional load. 50 H.P. connected in power. Estimated annual revenue $2000.00.

Rock Crushing Plant: 185 H.P. connected in power - 1½ K.W. connected

building, but work is now going forward on the 4th and 5th floors.

The contract has been let for the stairway between the first floor and the basement.

Bids have been received for changes in the counters on the first floor, but the award has not yet been made.

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The lighting fixtures are now being changed in all offices throughout the building.

SALES ACTIVITIES

Applications secured for new power services during the month total 2711 H.P., with an annual estimated revenue of $47,082.00. The estimated revenue for light to be used on the same premises as the power is $22,812.00, additional.

New business secured of particular interest is as follows:

Department store and Theatre: 342 H.P. connected in power - 377 K.W. connected in light. Estimated annual revenue $8100.00.

Theatre Building: 64 H.P. connected in power - 197 K.W. connected in light. Estimated annual revenue $6880.00.

Motion Picture Theatre: 10½ H.P. connected in power - 30½ K.W. connected in light. Estimated annual revenue $1380.00.

Two Water Pumping Plants: 400 H.P. connected in power - 1 K.W. connected in light. Estimated annual revenue $7065.00.

Two Oil Well Gas Compressor Plants: 190 H.P. connected in power. Estimated annual revenue $5000.00.

Oil Pumping Plant: 200 H.P. connected in power. Estimated annual revenue $5000.00.

Store Building: 359½ H.P. connected in power. Estimated annual revenue $5000.00.

Dry Goods Store: 30 K.W. connected in light. Estimated annual revenue $1400.00.

Dairy: Additional load. 80 H.P. connected in power. Estimated annual revenue $2000.00.

Rock Crushing Plant: 185 H.P. connected in power - 1½ K.W. connected

in light. Estimated annual revenue $1600.00.

Cemetery: 50 H.P. connected in power. Estimated annual revenue $1500.00.

Chile Factory: 45 H.P. connected in power - 2 K.W. connected in light. Estimated annual revenue $1050.00.

Restaurant: 20 K.W. connected in power. Estimated annual revenue $1000.00.

Temporary Power Service: For dredging in the Harbor. 1500 H.P. connected in power.

CONSUMERS SERVICE ACTIVITIES

1284 services (net) were added to the system, of which 1213 were for light and 71 for power.

Several new installations for large consumers have been completed, the most important being that for the Union Terminal Warehouse. This installation has been increased from 1500 KVA to 3000 KVA and has been designed to operate at 33 KV instead of 15 KV. The new equipment will permit this busy industrial section to operate economically at the higher voltage.

Other large consumer installations are:

Al Malaikah Temple, with a capacity of 300 KVA. This will be doubled in the near future by the construction of another transformer vault of the same capacity. Installations for the Alfred Ice Cream Company of 300 KVA, the Olympic Auditorium - 300 KVA, the B & B Pump and Supply Company - 450 KVA, all supplying power and light, have been completed, and also a smaller installation of 157½ KVA, for the Austin-McFadden Amusement Company, has been finished.

CONNECTED LOAD DATA

The additional connected power load due to new service installations is 2223.0 H.P., the net increase in connected power load for the month being 1623.8 H.P. The net increase is less than new service installations, because of increases and decreases in connected load on existing services, or discontinuance and resumption of use.

The total connected power load activities for the month (exclusive of temporary services) was as follows:

in light. Estimated annual revenue $1800.00.

Cemetery: 80 H.P. connected in power. Estimated annual revenue $1800.00.

Chile Factory: 45 H.P. connected in power - 2 K.W. connected in light. Estimated annual revenue $1080.00.

Restaurant: 20 K.W. connected in power. Estimated annual revenue $1000.00.

Temporary Power Service: For dredging in the Harbor, 1500 H.P. connected in power.

CONSUMERS SERVICE ACTIVITIES

1284 services (net) were added to the system, of which 1213 were for light and 71 for power.

Several new installations for large consumers have been completed, the most important being that for the Union Terminal Warehouse. This installation has been increased from 1500 KVA to 3000 KVA and has been designed to operate at 33 KV instead of 13 KV. The new equipment will permit this busy industrial section to operate economically at the higher voltage.

Other large consumer installations are:

Al Malaikah Temple, with a capacity of 300 KVA. This will be doubled in the near future by the construction of another transformer vault of the same capacity. Installations for the Alfred Ice Cream Company of 300 KVA, the Olympic Auditorium - 300 KVA, the B & B Pump and Supply Company - 600 KVA, all supplying power and light, have been completed, and also a smaller installation of 15KW KVA, for the Austin-McFadden Amusement Company, has been finished.

CONNECTED LOAD DATA

The additional connected power load due to new service installations is 2222.0 H.P.. The net increase in connected power load for the month being 1283.8 H.P. The net increase is less than new service installations, because of increases and decreases in connected load on existing services, or discontinuance and resumption of use.

The total connected power load activities for the month (exclusive of temporary services) was as follows:

District	Net Increase for the Month	Total as of August 31, 1925.
Los Angeles	1254.0 H.P.	193,774.6 H.P.
San Pedro	38.6 "	31,710.9 "
San Fernando	191.1 "	5,058.3 "
Sawtelle	27.5 "	1,549.8 "
Van Nuys (decrease)	8.4 " *	3,523.9 "
Owensmouth	121.0 "	1,829.8 "
System Total	1623.8 H.P.	237,447.3 H.P.

A resume of activities in the installation and removal of street lights, meters, services, etc., follows:

Overhead street lights installed	717
Overhead street lights removed	98
Ornamental street lights installed	42
Services installed	1580
Services removed	296
Meters installed	1510
Meters removed	321
Meters tested	2330
Transformers installed	437
Transformers removed	324
Transformers tested	251
Fuse up orders	7912
Pull fuse orders	8618

FINANCIAL

The following financial data, which are in some instances approximate, are submitted for your information and guidance:-

Gross Revenues for the month of August, were approximately $780,000. Cash on Hand at the beginning of the month amounted to $935,000. Cash Receipts during the month were $763,000, and Disbursements amounted to $1,243,000, leaving Cash on Hand as of August 31st of approximately $455,000, not including Trust Funds in the hands of the Controller and Cashier.

The Liabilities incurred during the month, including Energy Purchases, Joint Expense, Bond Principal and Interest, amounted to approximately $1,310,000.

Liabilities incurred during the month are listed as follows:-

District	Net Increase for the Month	Total as of August 31, 1928.
Los Angeles	1254.0 H.P.	193,774.6 H.P.
San Pedro	38.6 "	31,710.9 "
San Fernando	191.1 "	5,088.8 "
Sawtelle	27.8 "	1,849.8 "
Van Nuys (decrease)	8.4 " *	3,822.3 "
Owenmouth	121.0 "	1,829.6 "
System Total	1623.8 H.P.	237,447.8 H.P.

A resume of activities in the installation and removal of street lights, meters, services, etc., follows:

Overhead Street Lights installed	717
Overhead street lights removed	98
Ornamental street lights installed	42
Services installed	1580
Services removed	236
Meters installed	1810
Meters removed	321
Meters tested	2850
Transformers installed	437
Transformers removed	334
Transformers tested	281
Pass up orders	7912
Pull Pass orders	8018

FINANCIAL

The following financial data, which are in some instances approximate, are submitted for your information and guidance:-

Gross Revenues for the month of August, were approximately $750,000. Cash on Hand at the beginning of the month amounted to $938,000. Cash Receipts during the month were $763,000, and Disbursements amounted to $1,243,000, leaving Cash on Hand as of August 31st of approximately $458,000, not including Trust Funds in the hands of the Controller and Cashier.

The Liabilities incurred during the month, including Energy Purchases, Joint Expense, Bond Principal and Interest, amounted to approximately $1,310,000.

Liabilities incurred during the month are listed as follows:-

Payrolls	$396,798.63
Contracts	26,701.53
Purchase Orders and Sub Orders	164,587.43
Board Resolutions and Miscellaneous Liabilities	278,000.00
Energy Purchases	201,150.34
Joint Expense	65,000.00
Bond Payments	177,673.36
Total	$1,309,911.29

The outstanding liabilities as of August 31st amounted to approximately $3,025,000, of which approximately $900,000 represents extension and special deposits and the amount withheld on Edison Energy bills as a protection for our claim in connection with the Operating Agreement.

The Current Assets, not including unbilled I & C jobs and Trust Funds, amounted to approximately $1,367,000. This would indicate that actual Current Liabilities as of August 31st exceeded Current Assets by approximately $858,000.

Respectfully submitted,

E. F. SCATTERGOOD,
Chief Electrical Engineer and
General Manager,

By S. B. Charton
Secretary.

SBN:EM

To the Board - 9. 9-11-25.

Payrolls	$396,798.63
Contracts	26,701.63
Purchase Orders and Sub Orders	164,587.43
Board Resolutions and Miscellaneous Liabilities	278,000.00
Energy Purchases	201,150.34
Joint Expense	65,000.00
Bond Payments	177,673.36
Total	$1,309,911.29

The outstanding liabilities as of August 31st amounted to approximately $3,025,000, of which approximately $900,000 represents extension and special deposits and the amount withheld on Edison Energy bills as a protection for our claim in connection with the Operating Agreement.

The Current Assets, not including unbilled I & C jobs and Trust Funds, amounted to approximately $1,367,000. This would indicate that actual Current Liabilities as of August 31st exceeded Current Assets by approximately $658,000.

Respectfully submitted,

E. F. SCATTERGOOD,
Chief Electrical Engineer and
General Manager,

By [signature]
Secretary.

SBH:MM

September 17, 1925.

My dear Governor;

I am sending you under separate cover, a copy of The Saturday Evening Post, and wish to call your attention to the article by Forrest Crissey, page 41, "Scenery a Cash Crop."

This article follows so closely the line we discussed when I was in your office at Sacramento last October that I felt you would be interested in it.

It gratified me to learn that the nation is becoming roused to the latent possibilities of the scenic beauty of our High Sierras, and I thought it would be especially gratifying to you to read this article after having had the courage of your convictions in the matter of taking over, through your Highway Commission, the road from Mojave to Bishop, that the scenic wonders of this section might be made more accessible to all.

Sincerely yours,

Hon. Friend Wm. Richardson,
Governor of California,
Sacramento, California.

FRIEND WM. RICHARDSON
GOVERNOR

State of California

Governor's Office

Sacramento

September 22, 1925

W. P. Whitsett, President
Bank of Van Nuys
Van Nuys, California

Dear Friend:

I have your kind letter of the 17th inst. and want to thank you for calling my attention to the article in the Saturday Evening Post. I have read it with considerable interest.

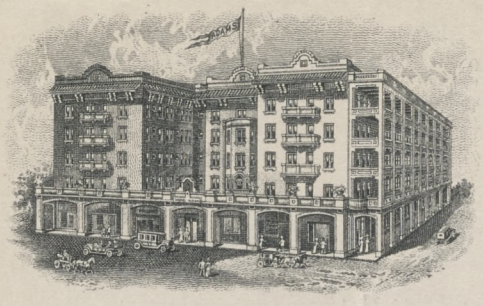
With kindest regards and best wishes, I am,

Yours sincerely,

F. W. Richardson

WESTERN LITHO & S.S.CO. WICHITA

FINEST WINTER CLIMATE IN THE WORLD



250 OUTSIDE ROOMS
150 WITH PRIVATE BATH

OWNED AND OPERATED BY ADAMS HOTEL COMPANY
J.C. ADAMS, PRESIDENT

HOTEL ADAMS

ABSOLUTELY FIRE PROOF
EUROPEAN PLAN

PHOENIX, ARIZONA

Oct. 16, 1925.

Mr. Geo. Read,
Bureau of Water Works & Supply,
207-211 So. Broadway,
Los Angeles, Cal.

My dear Mr. Read:--

I was very glad to hear from you and sincerely regret that you are not coming on to Juarez and that I shall not be able to see you. Our Yavapai County outfit is in quarantine for cattle scabbies and I am rushed to death building a 65 ft. dipping vat, corrals, crowding pens, chutes, dodge gates, holding pens, etc., to handle several thousand head of cattle. The outfit also includes a steam heating plant and dip cooker installation. Besides all this activity I have bought, personally, around 2,000 head of cattle during the last three weeks to finish for beef, so you can see my time is wholly taken up.

You asked me about the Walnut Grove Dam project. There is some activity and a great deal of noise at the damsite, but in the seven years that I have lived here and been familiar with the outfit that contemplates the building of a dam, I have come to look upon them as pretenders, and the propoganda that goes on about real development is the "bunk". However, I do think that the project is one of the most logical I have ever known. There is a natural damsite and a natural storage basin, so situated that very fertile and productive desert land around Hot Springs Jct. could be easily reclaimed. I do think that eventually the project will go in, but I doubt if the people who have the rights now will ever do anything.

I shall look you up the next time I am in Los Angeles and go more thoroughly into this situation.

With kindest regards,

Very sincerely yours,

Wayne

November 6, 1925

Mr. George Read,
Bureau of Water Works & Supply,
211 South Broadway,
Los Angeles, California.

My dear Mr. Read:

I wish to thank you for your letter in regard to the Walnut Grove Dam project.

Very truly,

WPW:EB

November 9, 1925.

COPY

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:-

The following is a report of the activities of the Bureau of Power and Light for the month of October, 1925:

OPERATION

During the month of October 15,250,200 K.W.H. were generated in our power plants from an average flow of 191 second feet of water. The total system load was approximately 42,000,000 K.W.H. with an estimated peak of 104,570 K.W. On October 23 the system daily load reached a peak of approximately 1,521,400 K.W.H. consumption, which is the heaviest in the history of the Department to date. It is also estimated that we purchased 27,500,000 K.W.H. from the Southern California Edison Company with a peak demand of 52,000 K.W.

During this month the Transmission Line Patrol Section was moved from 1630 N. Main Street to 117 S. Boylston Street, occupying a portion of the Distribution Station located at this same address. This change will enable our patrol men to reach various sections of the city much more quickly in cases of trouble on our 33,000 volt transmission system.

The Warehouse transactions amounted to $517,496.51 on material lists and transfers.

The Electric Repair Shop reports a large number of miscellaneous repair jobs including 114 service transformers, 155 salvage transformers, 7 current transformers, 14 potential transformers, a number of street light regulators and several elevators.

The Test Section tested 2,485 meters, 629 transformers, 274 relays, 515 insulators, 1,605 pairs of rubber gloves and approximately 18,800 gallons of oil.

The General Machine Shop handled a large number of miscellaneous jobs covering a very large range of shop activities.

COPY

The Garage and Transportation Section repainted 5 automobiles and 14 trucks, and completely overhauled 4 trucks and 5 automobiles in addition to the usual maintenance work on the entire fleet of trucks and automobiles. 216 automobiles made a total mileage of 167,239 miles and 160 trucks totalled 92,207 miles.

CONSTRUCTION

A summation of the work of major importance follows:

During the month of October, 1925, the energy generated at Big Pine No. 3 Power Plant was 363,000 K.W.H. The great reduction in output over the months of August and September is caused by the recession of stream flow. The only employees working at Big Pine at the present time are the operating crew and those engaged in closing out the accounts. During the month the tail race at Big Pine No. 3 Power Plant was extended 60 feet, eliminating spray.

A survey was made of a proposed road along the 110,000 volt transmission line, approximately 12 miles in length, running from what is known as the Haskell Canyon road over the hills and connecting with the old Baird Canyon road.

At San Francisquito Power Plant No. 2 the No. 2 unit was overhauled; a new runner and gates were installed, and the unit was thoroughly cleaned and painted. Control valve units were installed on the two Johnson valves.

At the General Machine Shop building all miscellaneous small work was completed, all painting has been done, and the building has been made ready for the installation of machinery. Work was started on the proposed reactor house and the necessary excavation work amounting to 3961 cubic yards of earth has been completed. The work of grading the yard at 1630 N. Main St. is under way, and the pavement will be laid in the near future.

The purchase of right-of-way for the 110,000 volt transmission line from Central Receiving Station to Wilmington is not progressing as fast as anticipated, but every effort is being made to consummate these purchases as rapidly as possible.

During October, bids were received from various contractors for furnishing the steam turbo-electric generator unit and three boilers for the proposed stand-by steam plant in the Harbor District. The award of the contract for furnishing the boilers is still pending. All bids for furnishing the steam turbo-electric generator unit were rejected, and other specifications with advertisement calling for bids will be presented to your Board for approval at an early date.

THIRTY-THREE THOUSAND VOLT LINES

Installing the new 33,000 volt line from Hoover Street to Bellevue Avenue to Douglas Street and changing the wire size to 3/0 on the South Hollywood line is almost finished.

Construction of the 33,000 volt line on Alameda Street and Ord Street, is about 90% completed. This is part of the new line from Distribution Station No. 1 to Distribution Station No. 6.

Extension of the east and west Vernon lines from Bay Street and Mateo Street to Distribution Station No. 5 is about 90% finished.

Reinsulating the 15th Street tap and line on San Pedro Street to Washington Street and connecting it to the new line at 14th Street and Alameda Street for 33,000 volt operation between Distribution Station No. 5 and Distribution Station No. 19 is 95% completed.

Construction of the new 33,000 volt line on Main Street from Alameda Street to Verdugo Road in Burbank is 30% finished and from Verdugo Road to Crystal Springs pumping plant about 85% completed. Construction has been started on that part of this high-line that is located within District No. 5. This part of the line will be on Main Street, Central Avenue and Victory Boulevard in Burbank, from Verdugo Road to the Southern Pacific Railway and Hollywood Way.

The stringing of larger copper wire on the South Hollywood line and the building of a new line from Wilton Place to Sierra Vista Street to Commonwealth Avenue and Clinton Street is about 95% finished.

The construction of the high-line to Distribution Station No. 18 is 75% completed.

Work has just been started to move the high-line to the newly established curb line on Alameda Street between 25th Street and 48th street.

The construction of the new District No. 6 high-line to Sawtelle Distribution Station is 60% completed.

UNDERGROUND SYSTEM

The splicing of the cable between Central Receiving Station No. 1 and Distribution Station No. 12 has progressed as far as the manhole opposite 112 South Los Angeles Street.

The Pacific Electric Railway has finished that Company's track repair work on Figueroa Street and work on the new conduit will soon be resumed.

Underground conduit work from Distribution Station No. 5 to 7th Street and Santa Fe Avenue is 70% finished.

All cable has been installed in the Central Avenue conduit line and the splicing of the joints is practically finished.

Work has been started on the underground service taps on Figueroa Street between Pico and 2nd Street. This is part of the reconstruction work to place a portion of the overhead system underground.

LOW VOLTAGE SYSTEM

District No. 1.

Reconstruction and insulating for 4400 volt operation in the district bounded by Whittier Boulevard - 4th Street - Euclid Avenue and Boyle Avenue is half finished and in the Boyle Avenue - Chicago Street - 1st Street to 4th Street District the work is 90% complete.

Changing the wire size from No. 2 to 3/0 on Douglas Street north of Bellevue Avenue is almost completed.

Reconstruction in the vicinity of 7th Street and San Pedro Street is 95% finished, and in the vicinity of Brooklyn Avenue and Cummings Street 90% finished. This will bring the lines up to standard and relieve the overloaded comition that has existed.

District No. 2.

Construction of the 8-1 and 8-2 feeders is 95% finished.

The reconstruction of the 8-5 feeder for 4400 volt operation is half completed.

The reconstruction and insulation for 4400 volt operation in the Washington Boulevard - Vineyard Avenue section is practically finished.

The cutting of a portion of the 6-6 feeder in the district bounded by Normandie Avenue, Clinton Street, Council Avenue and Kingsley Drive to the 6-8 feeder at Clinton Street and Kingsley Drive and increasing the wire from No. 6 to No. 2 is 90% finished.

District No. 3.

The construction of the new 3-14 feeder from Distribution Station No. 3 to Court Street and Center Street via Harbor Boulevard, O'Farrell Street and Palos Verdes, is 95% finished.

The Pacific Electric Railway has finished that Company's trunk copper work on Figueroa street and work on the new conduit will soon be resumed.

Underground conduit work from Distribution Station No. 8 to 7th Street and Santa Fe Avenue is 70% finished.

All cable has been installed in the Central Avenue conduit line and the splicing of the joints is practically finished.

Work has been started on the underground service taps on Figueroa Street between 7th and 2nd streets. This is part of the reconstruction work to place a portion of the overhead system underground.

NEW VENTADA SYSTEM

District No. 1.

Reconstruction and installing for 4600 volt operation in the district bounded by Hollister Boulevard - 4th Street - Imola Avenue and Boyle Avenue is half finished and in the Boyle Avenue - Chicago Street - 1st Street to 4th Street District the work is 90% complete.

Changing the wire size from No. 2 to 2/0 on Douglas street north of Bellevue Avenue is almost completed.

Reconstruction in the vicinity of 7th Street and San Pedro Street is 90% finished, and in the vicinity of Broadway Avenue and Commerce Street 90% finished. This will bring the lines up to standard and relieve the overloaded condition that has existed.

District No. 2.

Construction of the S-1 and S-2 feeders is 95% finished.

The reconstruction of the S-3 feeder for 4600 volt operation is half completed.

The reconstruction and installation for 4600 volt operation in the Washington Boulevard - Vineyard Avenue district is practically finished.

The cutting of a portion of the S-6 feeder in the district bounded by Normandie Avenue, Clinton Street, Bonnell Avenue and Kingsley Drive to the S-8 feeder at Clinton Street and Kingsley Drive and increasing the wire from No. 6 to No. 2 is 90% finished.

District No. 3.

The construction of the new S-14 feeder from Distribution Station No. 3 to Court Street and Center Street via Harbor Boulevard, O'Farrell Street and Palos Verdes, is 95% finished.

This will relieve the over loaded condition of the 3-10 and 3-11 feeders.

The reconstruction and replacement of old Edison equipment in the vicinity of Mesa Street and Grand Avenue - 5th Street to 7th Street is progressing.

Completion of this work will relieve the present overloaded condition.

District No. 4.

The reinsulation for 4400 volt operation in the Pico Street - Grand Avenue - 21st Street and Maple Avenue district is 25% finished.

The reconstruction to bring the lines up to standard and insulating for 4400 volt operation in the district Vernon Avenue to 51st Street - Central Avenue east to the city limits is 45% finished.

District No. 5.

The installation of the transformer rack and insulating the lines for 4400 volt operation in the vicinity of Haskell and San Fernando Road is finished and was cut over October 28.

District No. 6.

The construction of the 28-1 feeder and insulating for 4400 volt operation in the vicinity of Thayer Street and Greenfield Street is 60% finished. This work is part of the new Sawtelle Distribution Station layout.

DISTRIBUTION STATION CONSTRUCTION

District No. 2 Warehouse.

The forms are being made for the loading shed and concrete has been poured to the under side of shed roof beams.

The headquarters building is completely lathed and the floors are graded to the sub grade.

The roof is ready for water proofing and the plumbing work is all roughed in.

Longwood Distribution Station No. 8.

Good progress is being made with Distribution Station No. 8. The inside plastering is finished and also the outside plastering with the exception of the sand coat.

Sawtelle, Distribution Station No. 28.

The plastering on the inside is half finished and the floors completed. The roof has been waterproofed.

Menlo, Distribution Station No. 14.

This station shows about the same progress as No. 28.

The inside plastering is three-fourths finished and the roof completed and waterproofed.

Mateo, Distribution Station No. 5.

The work on this station is progressing very nicely. The concrete has been placed for the basement walls and the first floor. The forms for the second story walls and floor are being made.

Reseda, Distribution Station No. 24.

The inside plastering has been completed and also the outside plastering with the exception of the sand coat. The roof has been water proofed.

Hyde Park, Distribution Station No. 18.

The high tension floors are finished and the low tension floor is half completed.

The building is 75% lathed and the outside plastering has been started.

Owensmouth, Distribution Station No. 22.

This station has been placed in operation. The building is completely finished with the exception of the sand coat.

Lankershim, Distribution Station No. 35.

Good progress is shown at No. 35. The foundations are all in and the steel erected.

The forms for the roof are being made and the floors being graded.

REMODELING THE MUNICIPAL WATER AND POWER BUILDING

Alteration work has progressed steadily and the second, third and fourth floors are practically completed.

The work is progressing satisfactorily on the fifth, sixth and seventh floors.

The telautograph installation as originally planned has been completed. Some additional stations are being added as fast as the arrival of material will permit.

The removal of the partition and extension of the counters on the first floor has been completed.

The alteration of the basement for an appliance display room is progressing.

The stairway between the first floor and basement will soon be finished.

On October 14 the Distribution Division moved its offices from the old location on East 4th Street to the fourth, fifth and sixth floors of the new Municipal Water and Power Building Annex.

This brings the Distribution Division in more intimate contact with the other Divisions and naturally creates a condition of greater efficiency.

SALES ACTIVITIES

Applications secured for new power services during the month total 5528 H.P., with an annual estimated revenue of $55,167.00. The estimated revenue for light to be used on the same premises as the power is $25,975.00 additional.

New business secured of particular interest is as follows:

One Apartment House: 1600 H.P. connected in power and heating--124 K.W. connected in light. Estimated annual revenue $9200.00.

One Office Building: 205½ H.P. connected in power --- 555 K.W. connected in light. Estimated annual revenue $3600.00.

One Oil Refinery: 420 H.P. connected in Power -- 25 K.W. connected in light. Estimated annual revenue $7000.00.

One Apartment and Store Building: 148.8 H.P. connected in power -- 68 K.W. connected in light. Estimated annual revenue $2600.00.

One Ball Room: 10 H.P. connected in power -- 89 K.W. connected in light. Estimated annual revenue $2020.00.

One Motion Picture Studio: (Additional Load) 325 H.P. connected in power -- Estimated annual revenue $1950.00.

One Store Building: 29 K.W. connected in light. Estimated annual revenue $1500.00.

One Motion Picture Studio: (Additional load) 470 H.P. connected in power. Estimated annual revenue $1500.00.

The telautograph installation as originally planned has been completed. Some additional stations are being added as fast as the arrival of material will permit.

The removal of the partition and extension of the counters on the first floor has been completed.

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One Oil Refinery: 420 H.P. connected in Power -- 25 K.W. connected in light. Estimated annual revenue $7000.00.

One Apartment and Store Building: 148.8 H.P. connected in power -- 68 K.W. connected in light. Estimated annual revenue $2600.00.

One Hall Room: 10 H.P. connected in power -- 29 K.W. connected in light. Estimated annual revenue $2020.00.

One Motion Picture Studio: (Additional Load) 325 H.P. connected in power -- Estimated annual revenue $1950.00.

One Store Building: 59 K.W. connected in light. Estimated annual revenue $1000.00.

One Motion Picture Studio: (Additional load) 470 H.P. connected in power. Estimated annual revenue $1500.00.

One Bakery: (Additional load) 64½ H.P. connected in power -- 7½ K.W. connected in light. Estimated annual revenue $1500.00.

One Paint Factory: 56 H.P. connected in power. Estimated total annual revenue $1500.00.

One Oil Well Supply Machine Shop: 79½ H.P. connected in Power -- 5 K.W. connected in light. Estimated annual revenue $1350.00

One Apartment & Store Building: 7½ H.P. connected in power -- 70 K.W. connected in light. Estimated annual revenue $1300.00.

One Apartment Building: 26 H.P. connected in power -- 70 K.W. connected in light. Estimated annual revenue $1250.00.

One Water Well Pumping Plant: 75 H.P. connected in power. Estimated annual revenue $1200.00.

One Dance Hall: (Additional Load) 80 K.W. connected in light. Estimated annual revenue $1200.00.

CONSUMERS' SERVICE ACTIVITIES

1028 services (net) were added to the system, of which 974 were for light and 54 for power.

LARGE CONSUMERS

Work has been started on installations for two new theaters for the West Coast Groupe. One at 10th and Western has a capacity of 187½ K.V.A., and the other at 1st and Vermont has a capacity of 145 K.V.A.

CONNECTED LOAD ACTIVITIES

The additional connected power load due to new service installations is 2430.2 H.P., with a net decrease in total connected power load for the month of 1569.3 H.P. The apparent decrease is because of a re-wiring process in the plant of a large consumer, completed at the end of last month, whereby the record of removal of the 2933.8 H.P. on the old service appears on this month's summary and the same load appeared as added on the new service last month.

The total connected power load activities for the month (exclusive of temporary services) was as follows:

One Bakery: (Additional Load) 64½ H.P. connected in power -- 7½ K.W. connected in light. Estimated annual revenue $1500.00.

One Point Factory: 28 H.P. connected in power. Estimated total annual revenue $1500.00.

One Oil Well Supply Machine Shop: 79½ H.P. connected in power -- 5 K.W. connected in light. Estimated annual revenue $1330.00

One Apartment & Store Building: 7½ H.P. connected in power -- 70 K.W. connected in light. Estimated annual revenue $1330.00.

One Apartment Building: 26 H.P. connected in power -- 70 K.W. connected in light. Estimated annual revenue $1230.00.

One Water Well Pumping Plant: 75 H.P. connected in power. Estimated annual revenue $1200.00.

One Dance Hall: (Additional Load) 30 K.W. connected in light. Estimated annual revenue $1200.00.

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1028 services (net) were added to the system, of which 974 were for light and 54 for power.

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CONNECTED LOAD ACTIVITIES

The additional connected power load due to new service installations is 2430.2 H.P., with a net decrease in total connected power load for the month of 1859.5 H.P. The apparent decrease is because of a re-wiring process in the plant of a large consumer, completed at the end of last month, whereby the record of removal of the 2932.8 H.P. on the old service appears on this month's summary and the same load appeared as added on the new service last month.

The total connected power load activities for the month (exclusive of temporary services) was as follows:

District	Net Increase for the Month	Total as of October 31, 1925.
Los Angeles (Decrease)	- 3577.4 H.P.	196,411.8 H.P.
San Pedro	1403.1 "	34,827.4 "
San Fernando Valley	571.4 "	11,155.9 "
Sawtelle	33.6 "	1,622.0 "
System Total Active Connected Power Load (Decrease)	1569.3 "	244,011.1 "

A resume of the activities in the installation and removal of meters, services, street lights, etc., follows:

Street lights installed (Overhead and Ornamental).....	2494
Street lights removed (Overhead and Ornamental)	150
Services installed	1455
Services removed	425
Meters installed	1417
Meters removed	443
Meters tested	2485
Transformers installed	546
Transformers removed	398
Transformers tested	629
Fuse up orders 8601	
Pullfuse orders	8747

FINANCIAL

The following financial data, which are in some instances approximate, are submitted for your information and guidance:-

Gross Revenues for the month of October, 1925, were approximately $682,000.00.

Cash on hand at the beginning of the month amounted to $308,493.67.

Cash receipts during the month were $1,932,995.59. Disbursements amounted to $1,762,849.63, leaving Cash on hand as of October 31, - $568,639.63, not including trust funds in hands of the Controller and Cashier.

Liabilities incurred during the month, including energy purchases, Joint Expense, Bond Principal and Interest, amounted to approximately $1,451,000.00.

Liabilities incurred during the month are listed as follows:

Payrolls	$ 420,966.29
Contracts	111,100.00
Purchase Orders and Sub-Orders	394,884.00
Board Resolutions and Miscellaneous Liabilities	5,130.00
Land Purchases	55,935.00
Energy Purchases	220,000.00
Joint Expense	65,000.00
Bond Requirements	180,173.36
Total	$1,451,188.65

The outstanding Liabilities as of October 31, 1925, amounted to approximately $3,475,000.00, of which approximately $950,000.00 represents Extension and Special Deposits and the amount withheld on Edison Energy bills as a protection for our claim in connection with the Operating Agreement.

Current Assets, not including unbilled I and C jobs and Trust Funds, amounted to approximately $1,350,000.00. This would indicate that actual Current Liabilities as of October 31, 1925, exceeded Current Assets by approximately $1,175,000.00.

Respectfully submitted,

E. F. SCATTERGOOD,

Chief Electrical Engineer and
General Manager.

EFS-HH

Liabilities incurred during the month are listed as follows:

Payrolls	$ 490,956.89
Contracts	111,134.00
Purchase Orders and Sub-Orders	294,804.00
Bond Resolutions and Miscellaneous Liabilities	8,140.00
Land Purchases	88,928.00
Energy Purchases	810,000.00
Total Expenses	69,000.00
Bond Repayments	150,173.89
Total	$1,421,136.89

The outstanding liabilities as of October 31, 1938, amounted to approximately $3,478,000.00, of which approximately $950,000.00 represents Extension and Special Deposits and the amount withheld on Albion Energy bills as a protection for any claim in connection with the operating agreement.

Current assets, not including unbilled 1 and 0 jobs and Trust Funds, amounted to approximately $1,350,000.00. This would indicate that actual Current Liabilities as of October 31, 1938, exceeded Current Assets by approximately $1,170,000.00.

Respectfully submitted,

E. F. SCATTERGOOD,

Chief Electrical Engineer and
General Manager.

RJO-MH

ARGUMENTS AGAINST ANNEXATION PRESENTED BY

COMMISSIONER W. P. WHITSETT

BEFORE THE JOINT MEETING OF THE MAYOR, CITY

COUNCIL AND BOARD OF WATER AND POWER COMMISSIONERS, CITY OF

LOS ANGELES, NOVEMBER 20, 1925.

It is unsound economically -- and it is courting disaster -- to spread the present water supply of the City of Los Angeles over newly annexed territories to such an extent that there will be no water for the unimproved Lots now within the City when built on, or a pronounced shortage affecting all the people of the City.

There is in the neighborhood of two hundred thousand Lots -- unimproved -- with water mains already installed. This is sufficient, when fully improved, to make another City the present size of the City of Los Angeles.

Had these Lots required their full pro rata of water the past summer, Los Angeles would have been discredited before the world -- on account of water shortage. Financial loss would have resulted -- not only to Los Angeles itself -- but to all of Southern California.

These outlying communities can be short of water, (as they were during the past summer), and this shortage will scarcely be heard of outside of their own town limits. Annex them to Los Angeles -- and let the same shortage occur in this City -- and that fact -- will be telegraphed and radioed -- to the four corners of the world -- creating adverse publicity and doubt that cannot be lived down in a decade.

Annex these communities to the City of Los Angeles and instead of going out severally -- and effectively fighting to bring to Southern California the Colorado River water they will burn up their energies before the honorable City Council -- and this Board of Public Service -- fighting for a share of the water already allocated.

As municipal units-- suffering from water shortage-- they are powerful allies to us -- but as annexed territory -- they add to our burdens, destroy our peace and hinder our progress.

Now take a glance at the engineer's phase -- of this annexation subject:

What would you say -- if it were seriously proposed -- to dismantle and destroy -- every one of the reservoirs we have built------ I mean including Haiwee, Chatsworth, - St. Francis - and all of them.

ARGUMENTS AGAINST ANNEXATION, PRESENTED BY

COMMISSIONER W. P. WHITSETT

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There is in the neighborhood of two hundred thousand Lots -- unimproved -- with water mains already installed. This is sufficient, when fully improved, to make another City the present size of the City of Los Angeles.

Had these Lots required their full pro rata of water the past summer, Los Angeles would have been discredited before the world -- on account of water shortage. Financial loss would have resulted -- not only to Los Angeles itself -- but to all of Southern California.

These outlying communities can be short of water, (as they were during the past summer), and this shortage will scarcely be heard of outside of their own town limits. Annex them to Los Angeles -- and let the same shortage occur in this City -- and that fact -- will be telegraphed and radioed -- to the four corners of the world -- creating adverse publicity and doubt that cannot be lived down in a decade.

Annex these communities to the City of Los Angeles and instead of going out severally -- and effectively fighting to bring to Southern California the Colorado River water they will burn up their energies before the honorable City Council -- and this Board of Public Service -- fighting for a share of the water already allocated.

As municipal units-- suffering from water shortage-- they are powerful allies to us -- but as annexed territory -- they add to our burdens, destroy our peace and hinder our progress.

Now take a glance at the engineer's phase -- of this annexation subject:

What would you say -- if it were seriously proposed -- to dismantle and destroy -- every one of the reservoirs we have built -- I mean including Haiwee, Chatsworth, - St. Francis - and all of them.

Yet, - - - At this time, - When the agricultural uses in the San Fernando Valley - - already have to be curtailed -- at times -- the policy of annexing additional territory -- not only destroys -- the millions of dollars of agricultural by-products -- from that Valley -- but from the engineering phase -- it is equal to the total loss ~~of~~ -- of all the reservoirs we have builded.

I mean, ---------- that the agricultural irrigation seepage -- is what fills and regulates -- our gravel bed reservoir in the San Fernando Valley ------ and this natural saturation reservoir -- which annexation of more territory will cripple ---- and all but destroy -- now contains -- a reserve of over 158,000 acre feet, ------- which is greater -- than all the man made structures we have erected.

From the gravel bed reservoir of the San Fernando Valley -- we pumped and perhaps saved the situation this year.

Without it -- we might have lost.

Dry those gravels -- by further curtailment of irrigation -- and with one stroke -- you have produced a greater calamity -- than the destruction -- of all the reservoirs we have yet constructed.

Those two phases -- the political and engineering -- to my mind -- preclude the possibility -- of us entering upon the suicidal course -- of any further annexation -- until the Colorado problem is solved.

But beyond these -- are the moral and economic aspects -- of the subject:

Morally - - - - we have two hundred thousand unoccupied Lots -- within the present City -- to attract new population -- and banking and business interests -- are adjusted to -- and based upon ---- the natural expectancy of this new population. Multiply this present water supply deficit by further annexations -- and you violate -- all the morals -- of the question -- and crumble the financial foundations of the community.

From the constructive side of the question -- I would say -- that we should proceed -- to the solution of the Colorado River problem -- with these neighbor units as allies.

The limited waters we now have -- will continue to be regulated -- to the best welfare -- of the social structure we have already formed here -- in the name

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I mean, ---------- that the agricultural irrigation seepage -- is what fills and replaces -- our gravel bed reservoir in the San Fernando Valley ------ and this natural saturation reservoir -- which annexation of more territory will cripple ---- and all but destroy -- now contains -- a reserve of over 128,000 acre feet. ------- which is greater -- than all the man made structures we have erected.

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Without it -- we might have lost.

Dry those travels -- by further curtailment of irrigation -- and with one stroke -- you have produced a greater calamity -- than the destruction -- of all the reservoirs we have yet constructed.

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The limited waters we now have -- will continue to be regulated -- to the best welfare -- of the social structure we have already formed here -- in the name

of Los Angeles - - - - - and upon the credit of which name -- the whole Southland -- is more or less anchored.

From this rightful policy -- we will derive the following results:- - - - - - -

We will continue to spread the water -- in periods of surplus -- through irrigation use -- into the gravel beds -- of the San Fernando Valley -- as a great reserve -- for critical periods like last summer.

And, as a by-product -- of that irrigation spreading -- the community will benefit -- in addition to the reserve water supply in the gravel beds ----- as follows:

First: An annual food supply today -- of twenty million dollars -- that will soon be increased to fifty million dollars ----- all of which -- now remains in our own financial channels ----- and which -- if destroyed-- will cause double that amount -- to leave the trade channels of this City -- and go to outside points.

Second: The maintenance of a social welfare reserve -- where the twenty-five thousand unemployed families -- in the City of Los Angeles <u>today</u> -- can be -- and are being -- absorbed at the only job -- that GOD made big enough to go around - - - - - - - - that is -- producing a living from the soil - - - -. The best place to do it is in or near a big City.

Third: After the arrival of the Colorado water, -- and the removal of the direful necessity -- of maintaining the gravel bed reserves -- we have then ample provision -- for City growth -- in the San Fernando area -- which is already equipped -- with steel mains -- that will sub-divide into five hundred thousand -- residence Lots -- upon the floor of the Valley -- and three hundred thousand Lots -- that may be carved out of the encircling hills -- which will comfortably and happily house -- a population of three million souls.

This is a big engough programme worthy the mettle of the best men of any generation.

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This is a big enough programme worthy the mettle of the best men of any generation.

To summarize -- There are three points of negation -- that you cannot sensibly fail to heed:

1st: -- the political question -- of whether the neighboring towns -- help push the wagon -- or ride in the easy seats.

2nd: -- the engineering point -- of destroying -- your greatest reservoir.

3rd: -- the immoral attitude -- that further annexations -- under present conditions -- puts us in -- with regard to the unoccupied Lots of today.

The three points of benefit -- that follow a continuation of our time proven -- and nature balanced plans -- of spreading our surplus water -- through irrigation -- into the gravel beds -- are as follows: - - - - - - - - -

1st: -- the ~~maintainnnnn~~ gain of great food supplies - - - - - - as a by-product of this policy. --

2nd: -- the maintainnence -- of a social welfare reserve -- to absorb -- the industrially unemployed. - - - - -

3rd -- the provision -- for great growth -- and expansion -- within the present City limits.

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2 Oclock Tuesday - 900.000 per Mo.
2,500.000 per year.

3 Mos. Can borrow.

$70,000 per year on Millions
Sinking Interest

November 20, 1925.

To the Honorable Board of
Water and Power Commissioners,
Building.

Gentlemen:-

I beg to submit the following in regard to land purchases in the Owens Valley for your information and consideration:

Purchased by Right of Way and Land Agent during the past two years -

Total purchases.....	$3,476,199.90	
Amount paid on acct..	3,033,849.54	
Bal.due on purchases		$442,350.36

Statement by Land Committee of purchases and payments made by it -

Total purchases	$4,465,047.00	
Amount paid on acct..	878,930.05	
		3,586,116.95
Bal.due on purchases		$ 4,028,467.31

July 1st

Total purchases.....	$7,941,246.90
Amount still due on purchases	4,028,467.31

In addition to the above, I am advised by Mr. Van Norman of the Land Committee, of negotiations pending amounting to $6,183,500.00. (?)

The payments on the above purchases have been made out of Water Revenue Fund and Bond Funds that were intended to be used for other purposes.

The $5,000,000.00 bond issue, soon to be sold, for land will only take care of the balances due on land purchased and reimburse the Water Revenue Fund with scarcely enough to meet obligations that must be paid.

#2

Arrangement will have to be made immediately to secure funds for further purchases or the pending negotiations should be suspended until more money is on hand for that purpose.

Respectfully,

CONTROLLER.

LMA:b

T. Samuels -
Gelzah.
Bout 1

North Louise Ave -
near Sepley Wild
Cost 10 75 per 100 thru

750.00
1250
$ 2.0 00
2500

1250

Shafer 2450

November 28th, 1925.

Honorable Board of Water and Power Commissioners,
207 South Broadway,
Los Angeles, Calif.

Gentlemen:

The Greater San Fernando Valley Association desires to congratulate and compliment your honorable board upon the action taken at a recent meeting, wherein you placed your board on record as opposed to supplying water to further annexations of territory to the City of Los Angeles until the Colorado River supply of water is assured the City.

Your action is sound and in accord with the usual fine business administration which your commission has always given to the department and which is by long odds the most important one in our very complex civic make-up.

There are several cogent reasns why your position is the only reasonable one you could take. It must receive the support of every thoughtful citizen who takes time to look the facts in the face and who will then accept them as your honorable board has done.

First - conservation of the present area of the city.

It is accepted that there is ample water to supply the present city area and for its normal growth from the available sources now at the city's command, but not for it and all of the numerous additional satellite communities who seek to become a part of this city.

Known water shortage at Santa Monica, Pasadena, Alhambra, Long Beach, Watts or any other adjacent district would not cause a ripple on the surface of things, but woe unto us from the tidal wave which would arise were it known that Los Angeles was short of water. It would be heralded from Miami to Manila to the discredit of our City. To thus jeopardise the credit and standing of Los Angeles is to drag these other communities down to utter ruin also.

Second - Sound economics demand the full development of the present City area.

November 28th, 1928.

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Second - Sound economics demand the full development of the present City area.

There is enough of unoccupied land, with water mains and other public utilities already installed for the accommodation of a population almost equal tothe present city. It is conservatively estimated that there are two hundred thousand unoccupied city lots already subdivided and available within the present area so why add more terror to this territory.

No merchant or manufacturer would think of expanding into new fields until he had reached, at least nearly, the saturation point of his present capacity - certainly no conservative banker would finance his expanision and what is true in common business practice should be unalterably true in City administration.

Third - To annex more territory to the City until assured of the Colorado River supply is eminently unfair to the present annexed area in the San Fernando Valley. We join with Commissioner Whitsett and Councilman Randall in their militant defense of this great section of Los Angeles City.

The annexed area of San Fernando Valley which comprises about 196 square miles of the 412 square miles of the present city is without doubt the most potential asset of the city of Los Angeles today.

It offers an almost unlimited area for industrial expansion. It is almost virgin acreage and its development will add tremendously to the assessed valuation of the City, for its 196 square miles is wholly within the corporate limits of Los Angeles.

This 196 square miles of City territory of the San Fernando Valley can be developed into a tremendous bee-hive of industry. It can support 135,000 families on acre plots and convert the broad farming acres into intensive gardens comparable to domestic use and at equitable rates for such water uses and it can supply half a million city lots and innumerabel small industrial sites - all within the present city - so why take a lot of alien territory with its numerous civic problems when we should first put our own house in order.

If there is water to spare for more annexed territory it may instead be applied to these valley lands in this intensive production and it will be return not only a fabulous yield, but for every gallon of water used on the surface to fructify the soil, one quart and one pint (practically a third of it) filters into the great underground gravel reservoirs for future use and which already contains 158,000 acre feet of water and which also is now serving the City with a supply of pure and wholesome filtered water.

The City is today pumping a steady and increasing flow from that great underground reservoir - a reservoir that may be made to be never failing where evaporation does not deplete nor vegetable and other surface pollution destroy its usefulness. Contrast this vast reservoir of inestimable value costing nothing to construct with the numerous other reservoirs costing millions. How useless to peddle this water to other would-be annexed territory when there is more potent use for it on the lands we now have all within the City.

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The annexed area of San Fernando Valley which comprises about 186 square miles of the 412 square miles of the present city is without doubt the most potential asset of the city of Los Angeles today.

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Fourth - To oppose further annexations until the Colorado River project is assured is the politic thing for your honorable board to do.

These numerous communities because of their water needs and which principally drives them into the municipal fold of Los Angeles will be far more effective workers as allies of the City in its Colorado River program than if they were a part of the City where they would quite probably and quite naturally say, "Oh, let our great big City of Los Angeles do it."

Annexation will add no more to their assessed valuation and bonding capacity because it must be accepted that the Colorado River project is not for Los Angeles alone, But for all of Southern California and all must share its cost as well as benefits.

San Fernando Valley congratulates your honorable board on its business wisdom in taking this position until the big Colorado River project is assured and this Association supports you in that action as it has your recent necessary advance in water rates.

We inclose herewith copy of letter recently written to Mr. G. Gordon Whitnall, Director of the City Planning Commission concerning a plan for developing the vast acreage into smaller home places and we will be glad to have your reaction to the suggested plan.

Yours cordially,

GREATER SAN FERNANDO VALLEY ASS'N
BY-

O. J. Renfrew, Executive Sec'y

OJR*DJ

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CHAMBER SAN FERNANDO VALLEY ASS'N
-BY-

O. J. Benfrew, Executive Sec'y

OJB*D1

If San Fernando Valley is worth anything, its worth developing

Greater San Fernando Valley Association

AN ORGANIZATION TO COOPERATE WITH THE OFFICERS OF THE CITY AND COUNTY GOVERNMENTS, AND OTHER PUBLIC GROUPS, TO THE END THAT THE MAJOR DEVELOPMENT PROJECTS NOW UNDER WAY OR TO BE INAUGURATED IN THE SAN FERNANDO VALLEY, MAY BE SPEEDILY CONSUMMATED

406-8 TAFT BUILDING, HOLLYWOOD
TELEPHONE: HOLLY 2106

O. J. RENFREW
EXECUTIVE SECRETARY

WEBER M. JONES
FINANCIAL SECRETARY

December 4, 1925.

Hon. W. P. Whitsett,
Bank of Van Nuys,
Van Nuys, California.

Dear Mr. Whitsett:

Herewith find carbon copy of the letters sent to the Honorable Board of Water and Power Commissioners, also copy of letter sent to each councilman and to his Honor the Mayor.

We are getting the folders out to a selected list of prominent men of Los Angeles and we are also preparing a communication to each of the Valley newspapers on the same subject.

We believe with you that now is the proper time to force this idea upon the attention of the general public.

With kindest regards,

Yours cordially,

GREATER SAN FERNANDO VALLEY ASSN.,
By O. J. Renfrew,
O. J. Renfrew, Executive Secy.

Inc.
OJR/KR

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Adjutant
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Majors
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J. L. Norwood
L. A. Dymond

December 4, 1925.

Hon. George E. Cryer, Mayor,
City Hall,
Los Angeles, California.

Dear Mayor Cryer:

Herewith is copy of letter which this Association has recently sent to the Honorable Board of Water and Power Commissioners anent their recent action in the matter of further annexations to the City of Los Angeles. Also inclosed is a brief statement made by Commissioner Whitsett on the same subject and which this Association regarded of such importance as to have printed in this form, and which it is mailing to the personal addresses of more than 500 of the prominent men and women of Los Angeles.

There is no section of Los Angeles more highly sensitive to the problem of adequate water supply than is the San Fernando Valley and there is no other section more loyal to the civic authorities in their splendid administration of municipal water affairs. W e would assure you of our appreciation of your own fine attitude.

We are sure that you will give this matter your careful attention, and that we may continue to have your co-operation in all such civic problems as pertain particularly to the great San Fernando Valley area.

Assuring you of our highest personal regards, and thanking you,

Yours cordially,

GREATER SAN FERNANDO VALLEY ASSN.,

By

O. J. Renfrew, Executive Secy.

OJR/ER

December 4, 1925.

Hon. George E. Cryer, Mayor,
City Hall,
Los Angeles, California.

Dear Mayor Cryer:

Herewith is copy of letter which this Association has recently sent to the Honorable Board of Water and Power Commissioners stating their recent action in the matter of further annexations to the City of Los Angeles. Also inclosed is a brief statement made by Commissioner Whitnall on the same subject and which this Association regarded of such importance as to have printed in this form, and which it is mailing to the personal addresses of more than 500 of the prominent men and women of Los Angeles.

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GREATER SAN FERNANDO VALLEY ASSN.,

By

O. A. Neuren, Executive Secy.

OAN/KE

December 4, 1925.

Hon. C. H. Randall, Councilman,
City Hall,
Los Angeles, California.

Dear Mr. Randall:

Herewith is copy of a letter which the Greater San Fernando Valley Association recently sent to the Honorable Board of Water & Power Commissioners upon their action on the annexation of further territory to Los Angeles.

We desire to extend the same sentiment of appreciation for the fine action of the Honorable City Council on this same subject and to assure you that you have rendered a fine civic service. There is no section of Los Angeles more highly sensative to the problems of adequate water supply than is the San Fernando Valley and there is no other section more loyal to the civic authorities in their splendid administration of municipal water affairs.

Inclosed also herewith is a brief but highly interesting and forceful presentation of the water problem by Commissioner Whitsett, which this Association has thought enough of to have printed and which it is mailing personally to more than 500 of the leading men and women of Los Angeles. It presents a phase of the matter which is tremendously important, not only at this very critical period, but offers a permanent policy and attitude for this city to assume toward this great and potential portion of our wonderful city.

W e thank you heartily for your recent action. With our highest personal regards,

Yours cordially,

GREATER SAN FERNANDO VALLEY ASSN.,

By

O. J. Renfrew, Executive Secy.

Inc. 2
OJR/KR

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Herewith is copy of a letter which the Greater San Fernando Valley Association recently sent to the Honorable Board of Water & Power Commissioners upon their action on the annexation of further territory to Los Angeles.

We desire to extend the same sentiment of appreciation for the fine action of the Honorable City Council on this same subject and to assure you that you have rendered a fine civic service. There is no section of Los Angeles more highly sensitive to the problems of adequate water supply than is the San Fernando Valley and there is no other section more loyal to the civic authorities in their splendid administration of municipal water affairs.

Inclosed also herewith is a brief but highly interesting and forceful presentation of the water problem by Commissioner Whitnett, which this Association has thought enough of to have printed and which it is mailing personally to more than 500 of the leading men and women of Los Angeles. It presents a phase of the matter which is tremendously important, not only at this very critical period, but offers a permanent policy and attitude for this city to assume toward this great and potential portion of our wonderful city.

We thank you heartily for your recent action. With our highest personal regards,

Yours cordially,

GREATER SAN FERNANDO VALLEY ASSN.,

By

O. J. Renfrew, Executive Secy.

Inc. 2
OJR\ER

December 10, 1925.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:-

The following is a report of the activities of the Bureau of Power and Light for the month of November, 1925:

OPERATION

During the month of November 14,984,200 K.W.H. were generated in our power plants from an average flow of 195 second feet of water. The total system load was approximately 41,940,368 K.W.H. with an estimated peak of 108,780 K.W. This load shows an increase of approximately 15% over the same month of 1924. It is estimated that we purchased 26,750,000 K.W.H. from the Southern California Edison Company with a peak demand of 55,000 K.W.

On Tuesday evening, November 24th, a feeder cable at Distribution Station No. 2 short circuited near the pot head causing the adjoining equipment to fail, which set fire to the whole station. Due to quick work on the part of our maintenance crews service was restored in this station in approximately six and one-half hours.

The Warehouse transactions amounted to $534,881.00 on material lists and transfers.

The Electric Repair Shop's report shows that the No. 4 motor generator set at Distribution Station No. 12, 254 transformers and 8 motors were rewound and repaired.

The Test Section tested 3,067 meters, 5,043 transformers, 1,454 pairs of rubber gloves, 108 relays, 894 insulators and 27,560 gallons of oil.

The General Machine Shop handled a large number of miscellaneous jobs, including the erection of a new diagram board for the load dispatcher's office; repairs to hydraulic equipment at Power House No. 2; fabrication of 4,000 "U" bolts; and the completion of 16 sealed doors for Distribution Station No. 6.

December 10, 1925.

To the Honorable,
The Board of Water and Power Commissioners,
B u i l d i n g.

Sirs:-

The following is a report of the activities of the Bureau of Power and Light for the month of November, 1925:

OPERATION

During the month of November 14,984,200 K.W.H. were generated in our power plants from an average flow of 195 second feet of water. The total system load was approximately 41,940,568 K.W.H. with an estimated peak of 108,780 K.W. This load shows an increase of approximately 18% over the same month of 1924. It is estimated that we purchased 26,756,000 K.W.H. from the Southern California Edison Company with a peak demand of 65,000 K.W.H.

On Tuesday evening, November 24th, a feeder cable at Distribution Station No. 2 short circuited near the pot head causing the adjoining equipment to fail, which set fire to the whole station. Due to quick work on the part of our maintenance crews service was restored in this station in approximately six and one-half hours.

The Warehouse transactions amounted to $534,881.00 on material lists and transfers.

The Electric Repair Shop's report shows that the No. 4 motor generator set at Distribution Station No. 12, 254 transformers and 8 motors were rewound and repaired.

The Test Section tested 5,067 meters, 5,043 transformers, 1,454 pairs of rubber gloves, 108 relays, 594 insulators and 27,560 gallons of oil.

The General Machine Shop handled a large number of miscellaneous jobs, including the erection of a new diagram board for the load dispatcher's office; repairs to hydraulic equipment at Power House No. 2; fabrication of 4,000 "U" bolts; and the completion of 16 sealed doors for Distribution Station No. 6.

The Garage and Transportation Section repainted 4 trucks, and completely overhauled 3 automobiles and 2 trucks in addition to the usual routine maintenance work. A general inspection was made of all automotive equipment operated by the Bureau, and a general survey was made as to the use of each piece of such equipment.

CONSTRUCTION

A summation of the work of major importance follows:

During the month of November, 1925, the energy generated at Big Pine No. 3 Power Plant was 302,000 K.W.H. During the month some repairs and corrections were made in the hydraulic machinery of this plant which raised its efficiency above that guaranteed by the contractor. All the energy possible is being generated, but due to low water no increase in output over October was obtained.

A road camp to accommodate approximately 25 men has been established in Bee Canyon just north of the siphon, and the work of constructing the road from Bee Canyon to Haskell Canyon will be started immediately. This road was reported in October to be approximately 12 miles in length. This report was in error as the road is approximately 4.5 miles in length.

The General Machine Shop building is entirely completed, and the construction force is installing machinery, pulling in power wires, installing control equipment, etc.

All concrete work on the reactor house with the exception of the roof and penthouse was completed during the month.

Permanent yard improvements at 1630 North Main Street are approximately 50% completed. All conduit for yard lighting, telephones, etc., has been installed, all necessary grading has been done, and approximately one-half of the concrete pavement has been laid.

Nearly all purchases of right-of-way for the 110,000 volt transmission line from the Central Receiving Station to Wilmington that do not require condemnation proceedings have been consummated. The balance of the purchases await court action.

In the Central Receiving Station many miscellaneous small jobs changing and adding electrical equipment have been completed.

33,000 VOLT LINES

Extension of the East and West Vernon lines from Bay Street and Mateo Street to Distribution Station No. 5 is 98% completed.

Reinsulating the 15th Street tap and lines on San Pedro Street to Washington Street, and connecting it to the new line at 14th Street and Alameda Street for 33000 volt operation between Distribution Stations No. 5 and No. 19, is 98% completed.

The Garage and Transportation Section repainted 4 trucks, and completely overhauled 3 automobiles and 3 trucks in addition to the usual routine maintenance work. A general inspection was made of all automotive equipment operated by the Bureau, and a general survey was made as to the use of each piece of such equipment.

CONSTRUCTION

A summation of the work of major importance follows:

During the month of November, 1928, the energy generated at Big Pine No. 3 Power Plant was 302,000 K.W.H. During the month some repairs and corrections were made in the hydraulic machinery of this plant which raised its efficiency above that guaranteed by the contractor. All the energy possible is being generated, but due to low water no increase in output over October was obtained.

A road camp to accommodate approximately 75 men has been established in Bee Canyon just north of the siphon, and the work of constructing the road from Bee Canyon to Haskell Canyon will be started immediately. This road was reported in October to be approximately 12 miles in length. This report was in error as the road is approximately 4.5 miles in length.

The General Machine Shop building is entirely completed, and the construction force is installing machinery, pulling in power wires, installing control equipment, etc.

All concrete work on the tenster house with the exception of the roof and partitions was completed during the month.

Permanent yard improvements at 1650 North Main Street are approximately 90% completed. All conduit for yard lighting, telephones, etc., has been installed, all necessary grading has been done, and approximately one-half of the concrete pavement has been laid.

Nearly all purchases of right-of-way for the 110,000 volt transmission line from the Control Receiving Station to Elmington that do not require condemnation proceedings have been consummated. The balance of the purchases await court action.

In the Control Receiving Station many miscellaneous small jobs changing and adding electrical equipment have been completed.

33,000 VOLT LINES

Extension of the East and West Vernon Lines from Bay Street and Mateo Street to Distribution Station No. 3 is 98% completed.

Relocating the 12th Street tap and lines on San Pedro Street to Washington Street, and connecting it to the new line at 14th Street and Alameda Street for 33000 volt operation between Distribution Stations No. 3 and No. 19, is 98% completed.

Construction of the new 33000 volt line on Main Street, from Alameda Street to Verdugo Road in Burbank, is progressing, and the line from Verdugo Road to Crystal Springs pumping plant is 98% completed. Construction on that part of this high line which is located within District No. 6 is 90% completed.

The new high lines to Sawtelle Distribution Station are 90% completed.

Installing the high line on Alameda Street between 25th Street and 48th Street, to connect to the Edison Company's West Vernon line, is 95% completed. The new 33000 volt line from 55th Street and Long Beach to 25th Street and Alameda is now 25% completed.

Construction of a new high line from the Blinn Lumber Company's plant to Anaheim Road, thence to the Los Angeles pumping plant, is 60% completed.

The construction of the new high line in the vicinity of 91st Street and Menlo, to connect the East, Central and West San Pedro lines to the new Distribution Station No. 14, is completed and ready to be energized.

LOW VOLTAGE SYSTEMS.

District No. 1:

Reconstruction and reinsulation for 4400 volt operation, in the district bounded by Whittier Blvd., 4th Street, Euclid Ave. and Boyle Ave., is 95% finished, and in the Boyle Ave., Chicago Street, 1st Street to 4th Street district the work is 95% finished.

Changing the wire from No. 2 to No. 3/0 on Douglas Street north of Bellevue Avenue is 95% complete.

Reconstruction of the lines in the vicinity of 7th Street and San Pedro Street is 98% finished. This will bring the lines up to standard and relieve the overloaded condition that has existed in this vicinity.

Work has been started to reconstruct and reinsulate the 5-11-00 feeder and primaries and a portion of the 5-8-00 feeder for 4400 volt operation. This is in the territory bounded by 9th Street, 25th Street, Santa Fe Avenue and Los Angeles River.

District No. 2:

The construction of the 8-1 and 8-2 feeders is practically completed.

Reconstruction and reinsulation of the 8-3 feeder for 4400 volt operation is 95% finished.

Construction of the new 33000 volt line on Main Street, from Alameda Street to Vernon Road in Burbank, is progressing, and the line from Vernon Road to Crystal Springs pumping plant is 98% completed. Construction on that part of this high line which is located within District No. 6 is 90% completed.

The new high lines to Sawtelle Distribution Station are 90% completed.

Installing the high line on Alameda Street between 58th Street and 63th Street, to connect to the Edison Company's Vernon line, is 95% completed. The new 33000 volt line from 58th Street and Long Beach to 58th Street and Alameda is now 80% completed.

Construction of a new high line from the Elliu Lumber Company's plant to Anaheim Road, thence to the Los Angeles pumping plant, is 60% completed.

The construction of the new high line in the vicinity of 91st street and Menlo, to connect the Heat, Central and San Pedro lines to the new Distribution Station No. 14, is completed and ready to be energized.

NEW VOLTAGE SYSTEMS.

District No. 1:

Reconstruction and reinsulation for 4400 volt operation, in the district bounded by Whittier Blvd., 4th Street, Euclid Ave. and Boyle Ave., is 98% finished, and in the Boyle Ave., Chicago Street, 1st Street to 4th Street district the work is 98% finished.

Changing the wire from No. 2 to No. 3/0 on Douglas Street north of Bellevue Avenue is 98% complete.

Reconstruction of the lines in the vicinity of 7th Street and San Pedro Street is 98% finished. This will bring the lines up to standard and relieve the overloaded condition that has existed in this vicinity.

Work has been started to reconstruct and reinsulate the B-12-00 feeder and primaries and a portion of the B-8-00 feeder for 4400 volt operation. This is in the territory bounded by 8th Street, 28th Street, Santa Fe Avenue and Los Angeles River.

District No. 2:

The construction of the 8-1 and 8-2 feeders is practically completed.

Reconstruction and reinsulation of the 8-2 feeder for 4400 volt operation is 98% finished.

Making the cuts on the feeders out of Distribution Station No. 8, and stringing the new feeder to Distribution Station No. 8, is 90% completed.

District No. 3:

The reconstruction of the lines, and replacement of old Edison equipment in the district bounded by Mesa Street and Grand Avenue - 5th Street to 7th Street, is about 80% finished. Completion of this work will relieve the present overloaded condition of the lines in this district and eliminate dead Edison lines.

District No. 4:

The reinsulation for 4400 volt operation in the Pico Street, Grand Avenue, 21st Street and Maple Avenue district is 90% finished.

The reconstruction to bring the lines up to standard, and reinsulating for 4400 volt operation in the district bounded by Vernon Avenue to 31st Street - Central Avenue east to the City limits, is 75% complete. This work of rebuilding will provide much better service to the district mentioned.

District No. 6:

The reconstruction of the 28-1 feeder, and insulating for 4400 volt operation in the vicinity of Thayer Street and Greenfield Street, is 85% completed. This is part of the new Sawtelle Distribution Station layout.

UNDERGROUND SYSTEM

The splicing of the cable between the Central Receiving Station No. 1 and Distribution Station No. 12 on East Fourth Street is completed as far as the manhole opposite 306 South Los Angeles Street.

Work has been resumed on the new conduit line on Figueroa Street, and the conduit will shortly be completed.

The Underground conduit work from Distribution Station No. 5 to 9th Street and Santa Fe Avenue is 95% finished.

Work on the Underground service taps on Figueroa Street between Pico and Second Streets has been finished. This is part of the reconstruction work to place a portion of the overhead system underground.

GENERAL CONSTRUCTION

District No. 2 Warehouse:

Good progress is being made on District No. 2 Warehouse. The roof and the fire walls are placed and the workmen are stripping the forms from the first floor walls, the shed roof and the west wall.

The plastering is finished inside and outside on the Headquarters Building, and the lot is being graded preparatory for the paving.

Mateo Distribution Station No. 5:

This Distribution Station is showing very satisfactory progress.

The second floor is completely placed and the construction force is making the forms for the walls above the second floor and the roof.

Longwood Distribution Station No. 8:

This Distribution Station has been placed in operation.

The finishing sand coat has been applied and the lot is being graded.

Hyde Park Distribution Station No. 18:

The interior of this station has been completed and the exterior is finished with the exception of the sand coat.

The roof has been completed and waterproofed.

Menlo Distribution Station No. 14:

The building is completed with the exception of the finishing sand coat.

Owensmouth Distribution Station No. 22:

This building is completed with the exception of the sand coat.

The fireproof doors have been installed.

This station has been placed in operation.

Reseda Distribution Station No. 24:

The fireproof doors have been installed at this station, and the building is completely finished with the exception of the finishing sand coat. This station has been placed in operation.

Board - 5. 12-10-55.

GENERAL CONSTRUCTION

District No. 2 Warehouse:

Good progress is being made on District No. 2 Warehouse. The roof and the fire walls are placed and the workmen are stripping the forms from the first floor walls, the shed roof and the west wall.

The plastering is finished inside and outside on the Headquarters Building, and the lot is being graded preparatory for the paving.

Mateo Distribution Station No. 8:

This Distribution station is showing very satisfactory progress.

The second floor is completely placed and the construction force is making the forms for the walls above the second floor and the roof.

Longwood Distribution Station No. 8:

This Distribution Station has been placed in operation.

The finishing sand coat has been applied and the lot is being graded.

Hyde Park Distribution Station No. 13:

The interior of this station has been completed and the exterior is finished with the exception of the sand coat.

The roof has been completed and waterproofed.

Menlo Distribution Station No. 14:

The building is completed with the exception of the finishing sand coat.

Owensmouth Distribution Station No. 22:

This building is completed with the exception of the sand coat.

The fireproof doors have been installed.

This station has been placed in operation.

Roseda Distribution Station No. 24:

The fireproof doors have been installed at this station, and the building is completely finished with the exception of the finishing sand coat. This station has been placed in operation.

Sawtelle Distribution Station No. 28:

This station is also completely finished with the exception of the finishing sand coat.

Lankershim Distribution Station No. 35:

Exceedingly good progress has been made with the construction of this station. It was started in September and is now completed with the exception of the finishing sand coat.

REMODELING THE MUNICIPAL WATER AND POWER BUILDING

The remodeling of this building is now approaching the final stage.

Remodeling the seventh floor has been completed and work on the fifth floor and sixth floor will be finished shortly.

All telauto graph stations, with the exception of one, are now installed and operating. The final station will be placed as soon as the last section of cable is received and installed.

The contract for paneling the walls of the public office on the ground floor has been let to the Weber Showcase and Fixture Company.

Bids for the tile floor and ceiling skylights have been received and are being tabulated. The contract for this work will soon be given out.

Good progress is being made in remodeling the basement for an appliance display room and the stairway to the first floor is progressing.

LARGE CONSUMERS

During the past month several installations have been made for large consumers.

In the new building for Barker Brothers, we have completed an installation having a capacity of 225 K.V.A.

At another theatre of the West Coast group, located on Manchester Avenue, we have completed a vault having a capacity of 225 K.V.A. This installation is now working.

Deptford Distribution Station No. 88:

This station is also completely finished with the exception of the finishing sand coat.

Lambeth Distribution Station No. 89:

Exceedingly good progress has been made with the construction of this station. It was started in September and is now completed with the exception of the finishing sand coat.

REMODELLING THE MUNICIPAL WATER AND POWER BUILDING

The remodelling of this building is now approaching the final stage.

Remodelling the seventh floor has been completed and work on the fifth floor and sixth floor will be finished shortly.

All Islington group stations, with the exception of one, are now installed and operating. The final station will be placed as soon as the last portion of cable is received and installed.

The contract for panelling the walls of the public offices on the ground floor has been let to the Weber Showcase and Fixture Company.

Bids for the tile floor and ceiling skylights have been received and are being tabulated. The contract for this work will soon be given out.

Good progress is being made in remodelling the basement for an Appliance display room and the stairway to the first floor is progressing.

LARGE CONSUMERS

During the past month several installations have been made for large consumers.

In the new building for Weber Brothers, we have completed an installation having a capacity of 250 K.V.A.

At another theatre of the West Ocean group, located on Manchester Avenue, we have completed a vault having a capacity of 250 K.V.A. This installation is now working.

A second vault for Al Malaika Temple has been completed, having a capacity of 600 K.V.A. This will give Al Malaika Temple two vaults with a total capacity of 900 K.V.A.

Work has been started on a vault for the Asbury Apartments, at 2205 West 6th Street. When completed this installation will have a capacity of 425 K.V.A.

This building was formerly known as the San Jacinto Apartments.

SALES ACTIVITIES

Applications secured for new power services during the month total 1931 H.P., with an annual estimated revenue of $24,615.00. The estimated revenue for light to be used on the same premises as the power is $16,533.00 additional.

New business secured of particular interest is as follows:

One Dairy: 34½ H.P. connected in power. Estimated annual revenue $1200.00.

One Furniture Store: (Additional Load) 33 K.W. connected in light. Estimated annual revenue $1200.00.

One Appliance Exhibit Room: 40 H.P. connected in power 10 K.W. connected in light. Estimated annual revenue $1200.00.

A second vault for AJ Malaika Temple has been completed, having a capacity of 600 K.V.A. This will give AJ Malaika Temple two vaults with a total capacity of 900 K.V.A.

Work has been started on a vault for the Asbury Apartments, at 8806 West 6th street. When completed this installation will have a capacity of 450 K.V.A.

This building was formerly known as the Dun Jeanito Apartments.

SALES ACTIVITIES

Applications received for new power contracts during the month total 1893 H.P., with an annual estimated revenue of $84,810.00. The estimated revenue for light to be used on the same premises as the power is $16,888.00 additional.

New business secured of particular interest is as follows:

One Bakery: 8½ H.P. connected in power. Estimated annual revenue $1200.00.

One Furniture Store: (Additional Load) 38 K.W. connected in light. Estimated annual revenue $1500.00.

One Amusement Exhibit Room: 40 H.P. connected in power 10 K.W. connected in light. Estimated annual revenue $1800.00.

One Oil Well Pumping Plant: 25 H.P. connected in power. Estimated annual revenue $1500.00.

One Museum: 15 K.W. connected in light. Estimated annual revenue $1500.00.

One Men's Furnishing Store: Light (Thru Seventh Street Company) Estimated annual revenue $1800.00.

One General Market: 56 H.P. connected in power -- 80 K.W. connected in light. Estimated annual revenue $2550.00.

One Theatre & Store Building: 46½ H.P. connected in power -- 46 K.W. connected in light. Estimated annual revenue $3808.00.

One Photographic Supply Store: 33 H.P. connected in power -- 220 K.W. connected in light (through the Seventh Street Company). Estimated annual revenue $3960.00.

CONSUMERS' SERVICE ACTIVITIES

A resume of activities in the installation and removal of meters, services, street lights, etc., follows:

Street lights installed	936
Street lights removed	52
Services installed	1378
Services removed	358
Meters installed	1819
Meters removed	814
Meters tested	3067
Transformers installed	429
Transformers removed	313
Transformers tested	543
Fuse up orders	7419
Pull fuse orders	7404

CONNECTED LOAD ACTIVITIES

The increase in connected power load, due to new service installations, is 3248.6 H.P. for the month. The net increase of power load, however, is 2272.6 H.P. -- the net gain being less than new load because of changes of load on existing services.

The total active connected power load as of November 30, 1925, is 246,283.7 H.P., exclusive of temporary services.

The following summary shows the activities on connected load in the various districts:

District	Net Increase For The Month	Total as of November 30, 1925
Los Angeles	547.9 H.P.	196,959.7 H.P.
San Pedro	1079.9 H.P.	35,901.3 H.P.
San Fernando Valley	513.7 H.P.	11,669.6 H.P.
Sawtelle	131.1 H.P.	1,753.1 H.P.
System Total Active Connected Power Load	2272.6 H.P.	246,283.7 H.P.

FINANCIAL

The following financial data, which are in some instances approximate, are submitted for your information and guidance:

Gross Revenues for the month of November, 1925, were approximately $1,009,000.00.

Cash on hand at the beginning of the month amounted to $558,639.63. Cash receipts during the month were $1,903,086.76, of which $1,000,000.00 was from the sale of bonds. Disbursements amounted to $1,218,757.70, leaving Cash on hand as of November 30th, $1,242,969.69, not including Trust Funds in hands of the Controller and Cashier.

Liabilities incurred during the month, including Energy Purchases, Joint Expense, Bond Principal and Interest, amounted to approximately $1,385,000.00.

Liabilities incurred during the month are listed as follows:

Payrolls	$ 381,523.92
Contracts	50,290.00
Purchase Orders & Sub-Orders	385,915.00
Board Resolutions & Misc. Liabilities.	11,869.00
Land Purchases	93,815.00
Energy Purchases	210,000.00
Joint Expense	65,000.00
Bond Requirements	180,173.36
Deposits Received	6,291.62
TOTAL	$1,384,877.90

The outstanding Liabilities as of November 30, 1925, amounted to approximately $3,600,000.00, of which approximately $950,000.00 represents Extension and Special Deposits and the amount withheld on Edison Energy Bills as a protection for our claim in connection with the Operating Agreement.

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Los Angeles	547.9 H.P.	196,989.7 H.P.
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Sawtelle	131.1 H.P.	1,753.1 H.P.
System Total Active Connected Power Load	2272.6 H.P.	246,283.7 H.P.

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Joint Expense	65,000.00
Bond Requirements	180,173.36
Deposits Received	6,291.62
TOTAL	$1,384,877.90

The outstanding Liabilities as of November 30, 1925, amounted to approximately $3,600,000.00, of which approximately $950,000.00 represents Extension and Special Deposits and the amount withheld on Edison Energy Bills as a protection for our claim in connection with the Operating Agreement.

Current Assets not including Unbilled I & C jobs and Trust Funds, amounted to approximately $2,235,000.00. This would indicate that actual Current Liabilities as of November 30, 1925, exceeded Current Assets by approximately $415,000.00.

Respectfully submitted,

E. F. SCATTERGOOD,

Chief Electrical Engineer and
General Manager.

EFS/HH

Current Assets not including Unbilled I & C Jobs and Trust Funds, amounted to approximately $2,258,000.00. This would indicate that actual Current Liabilities as of November 30, 1928, exceeded Current Assets by approximately $418,000.00.

Respectfully submitted,

E. F. SCATTERGOOD,

Chief Electrical Engineer and General Manager.

THE CITY OF LOS ANGELES
STATE OF CALIFORNIA

In the matter of

H. M. Van Deventor

before the Board of Civil Service Commissioners

_____ *of the City of Los Angeles.*

SUBPŒNA

The City of Los Angeles sends Greeting to

William P. Whitsitt

WE COMMAND YOU, That all and singular, business and excuses being laid aside, you appear and attend before the Board of Civil Service Commissioners, of the City of Los Angeles, at a meeting thereof to be held in Room 510 Equitable Bank Bldg. in the City of Los Angeles, County of Los Angeles, State of California, on the 15th day of December 1925, at 4 o'clock P. M., then and there to testify in regard to the above described matter; and for failure to so attend or testify, you will be liable to the penalties provided by the ordinances of said City, passed in pursuance of the authority conferred by its charter.

IN WITNESS whereof, said The City of Los Angeles, at the request of the Presiding Officer of the Board of Civil Service Commissioners of the City of Los Angeles, has caused this subpœna to be issued in its name, this 15th day of December 1925

ATTEST my hand and the seal of said City, the day and year last above written.

THE CITY OF LOS ANGELES.

By Rose Dominguez
City Clerk.

By _____
Deputy Clerk.

STATE OF CALIFORNIA } ss.
CITY AND COUNTY OF LOS ANGELES }

_____, of the City of Los Angeles, in said County, being duly sworn, says that he served the within Subpœna, by showing the said within original to each of the following persons named therein, and delivered a true copy thereof to each of said persons, personally, on the _____ day of _____, 19____, in the said City of Los Angeles, to-wit: _____

_____

_____

_____

_____

_____

_____

Subscribed and sworn to before me this _____ day of _____, 19____.

By _____ City Clerk.

By _____ Deputy.

Still "Bunking" the San Fernando Farmers

Reprinted from the Owens Valley Herald of January 6th, 1926.

People returning here from the San Fernando Valley state that the farmers in that section have been told by officials of the Water and Power Board and other agents of the City of Los Angeles that practically all of the water in Owens Valley has been purchased, that the snowfall in the mountains here is very great and that the farmers of the San Fernando section could depend upon plenty of water this year to make bumper crops. W. P. Whitsett, one of the members of the Water and Power Board and a prominent banker of the San Fernando Valley, has been most active in circulating these reports according to many of the ranchers of the San Fernando.

The falsity of these statements have been told to the farmers of the San Fernando and they are beginning to awaken to the fact that they are very liable to again be made the victims of the lying Water and Power Board. Just how many times the farmers of the San Fernando Valley will have to be "bitten" by this unscruplous bunch of Los Angeles officials before they find out that they are being made political tools by them remains to be seen. But year after year these same farmers of the San Fernando Valley listen to the swan song of the Water and Power Board, with its lies and misrepresentations, only to find out that the water they need for their crops is not furnished to them, and that as a result they are heavy losers each year.

Now that this propaganda has been thoroughly spread by men like Whitsett, Mulholland and others who are working along these same lines, it might be interesting for these poor deluded farmers to know the REAL FACTS, not so-called "facts" that the City's agents have been giving out. And here they are:

As to the report that the City has purchased practically all of the water in this section—nothing could be further from the truth. At the present time there is held in private ownership here about 16,000 inches of water, or nearly enough to fill the Aqueduct, provided that instrument was capable of carrying its full load, which it is not. This water, however, would certainly be a Godsend to the farmers of the San Fernando if they could have it for irrigation and would mean millions to them each year. But all they get is the assertion by the City officials that they have purchased all the water here—and their crops are allowed to wither and dry up. And in the meantime the City's reservoirs are practically empty for this time of year and the farmers of the San Fernando Valley face another disastrous season, due to the water shortage.

The assertion being spread around throughout the San Fernando that the snowfall in the mountains is heavy is about the most brazen piece of "bunk" that could be circulated. The fact is that this year the snowfall is about the LIGHTEST EVER KNOWN IN THE OWENS VALLEY WATERSHED. An accurate measurement of the snowfall is kept all through the mountains and there is no guess about it. The snowfall this year to date is less than one-third of normal and the season is so far advanced that what does fall during the next few months will not pack and it will mean that when warm weather comes there will one big run-off and irrigation water for the San Fernando late in the season when it is needed will be an unknown quantity. Now if the farmers of the San Fernando wish to believe the lying statements made by City officials that there is plenty of snow, and by so believing them, ride to a ruin this fall when they need water for their crops—why, that is their own business. But we would think, if they have normal intelligence, that they would get tired of being bitten by the same dog.

Never, in the history of the oldest inhabitant, has as little snowfall occurred up until the present time as has been the case this season. And the San Fernando farmers will not be able to irrigate their crops with promises by the City's officials. If they do not believe this statement about the snowfall, just let them come up and see for themselves. An auto can be driven through the mountains at the present time about as well as in the middle of summer, as far as any trouble from snow goes.

It is certainly a slap at the human race in general to hear how gullible some people are. For years past these San Fernando farmers have been used as tools by the Water Department, and they certainly should know it. We hate to see a crowd like the farmers there being ground under the heels of the City's agents for political reasons. But if they like that kind of stuff no one should object. They certainly are paying the bill.

LOS ANGELES NATURES WORKSHOP

Los Angeles Chamber of Commerce

LARGEST CITY IN THE WESTERN AMERICAS

LOS ANGELES HARBOR
THE OPEN GATEWAY TO THE ORIENT

DIRECTORS:

R. W. PRIDHAM	President
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A. CARMAN SMITH	SHANNON CRANDALL

JAMES WOODS

1151 SOUTH BROADWAY
Los Angeles, California

ARTHUR G. ARNOLL
SECRETARY AND GENERAL MANAGER

PHONE - TRINITY 3431

January 29, 1926

Mr. Wm. P. Whitsett,
Van Nuys,
California.

Dear Mr. Whitsett:

For several years past the Los Angeles Chamber of Commerce has been endeavoring to create interest in that section of the Sierra Nevada Mountains that lies contiguous to Southern California, with particular reference to the section above Bishop - the Owens and Mono Valleys.

As you probably know, this is a section of great scenic beauty, wonderful lakes, splendid fishing, and just the sort of a place that thousands of people are looking for. Furthermore, it is on the East side of the range and can best be reached from Los Angeles. Our interest also in the Owens Valley and in that section should prompt us to create the development of this country for tourist travel and to that end the Chamber of Commerce has succeeded in getting the State to take over the maintenance of the highway up into that territory.

Mr. Bledsoe has, as you know, been interested in this territory for a long time and has been making a series of tours and lectures with wonderful photographs. It is our thought here that the best way to promote interest locally and otherwise in that section is to organize a Sierra Nevada Improvement Association or some such group, the purpose of which will be to bring the section to the attention of our people and also to undertake, through a membership campaign or otherwise, the raising of funds sufficient to start the building of trails, rest houses, etc., in conjunction with the Government, and to get the Government itself to take a real interest in the section, most of which is now a Government forest reserve.

For the purpose of giving you an idea of what might be accomplished, I am wondering if you would be good enough to attend a luncheon at the Chamber of Commerce at noon on Wednesday, February 3, and look into this matter with other gentlemen who have been invited to see if the idea appeals to you and you would be willing to lend your support thereto?

There need be no commitment made by you in any way, nor are we going to solicit funds at this meeting. There is, however, a very firm feeling on our part that an opportunity is presented for Los Angeles to greatly enlarge its scope of out-door sports and recreation to the real benefit of the community, and that we have overlooked a great territory lying contiguous to our city both from the viewpoint of recreation for our own people and as a part of the great empire of recreation of which Los Angeles is the center.

Very truly yours,

LOS ANGELES CHAMBER OF COMMERCE

AGA:AN

Secretary & General Manager

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President
L. A. NARES

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Executive Committee
L. A. NARES, Chairman
MARK Q. WATTERSON
W. G. SCOTT Executive Director

Vice President, National Roosevelt Midland Trail. Chairman, Division of National Parks, Council of National Advisors, National Highways Association, Etc., Etc., Etc.

HIGH SIERRA PIUTE HIGHWAY ASSOCIATION

OBJECT

TO UNITE the San Joaquin Valley and Eastern California—two vast regions of great social-economic importance separated by a narrow strip of highland. A UNION that will in large degree increase the resources of California.

AND TO REVEAL that which all admirers of Nature, yearn to see:—

THE GLORY OF THE HIGH SIERRAS

A REVEALMENT that will add each year many millions to the enrichment of the State, and which by its fascinating grandeur will prove a continuous attraction for the world.

Los Angeles, California Feb. 10, *192*6.

Hon. W. P. Whitsett,
President - Bank of Van Nuys,
Van Nuys, Calif.

Member -Los Angeles Board of
Public Service.

My dear Mr. Whitsett:-

By rare good luck I found the CHRISSEY article. Please do not lose it. I can not furnish you another.

Let us go at this thing in ship shape.

Organize the **EL CAMINO SIERRA LEAGUE** or Club or Association or whatever you want to call it.

With you as President, which point I would insist upon.

I inclose a Map showing **EL CAMINO SIERRA**.

This is an actual road in actual service, and taps the most scenic part of the United States in a continuous line for over 1,200 miles.

It would have no superior in America, all things considered.

I think I could perfect an alliance with Canada in a way that would prove a source of surprising strength.

OVER

Address communications to Executive Director

THE HIGH SIERRA PIUTE HIGHWAY, when finished, will be one of the several units in the NATIONAL ROOSEVELT MIDLAND TRAIL—termed the Main Street of America—which was logged and established in 1912 by the late A. L. Westgard, C. E., who was then Field Representative of the AMERICAN AUTOMOBILE ASSOCIATION, and later Director of Transcontinental Highways of the NATIONAL HIGHWAYS ASSOCIATION.

The National Roosevelt Midland Trail has two terminals on the Atlantic, Washington, D. C. and Newport News, Virginia;—and two terminals on the Pacific, Los Angeles, and San Francisco.

The Highway will afford a much needed connection between the western and eastern parts of the State, by way of Huntington and Florence Lakes and Kaiser and Piute Passes. About four-fifths of the road is complete—approximately one hundred miles on the west of the Sierra summit and twenty miles on the east, leaving an unfinished gap of about eighteen miles measured in air line.

Its crossing of the Piute Pass, which is a natural depression in the crest of the Sierras, gives it the notable distinction of being over 2,000 feet higher than the highest carriage road in Europe.

The High Sierra Piute Highway will bisect a scenic region, which far surpasses any other locality of like extent in the United States.

This can be further confirmed by joining four map sheets of the U. S. Survey in the Sierras, showing the Piute Pass and some of its adjacent territory, in the form of a rectangle measuring 56 miles east to west, and 70 miles north to south, covering an area of 3,920 square miles, including 110 mountain peaks each bearing a distinctive name and each over 12,000 feet high, of which 58 are each over 13,000 feet high.

Switzerland has an area of 15,951 square miles, more than four times as large, yet in all that realm are only 77 mountain peaks each over 12,000 feet high, of which 38 are each over 13,000 feet high.

THE HIGH SIERRA PIUTE HIGHWAY, in every respect admirably adapted for motor touring, will be vested throughout its length with an inspirational charm absolutely unrivalled in America.

Division of National Parks,
National Highways Association

JAMES N. GILLETT, Ex-Governor of California
MARK R. DANIELS
LOUIS W. HI
ROBERT BRADFORD MARSHA
HENRY FAIRFIELD OSBORN
KERMIT ROOSEVELT
CORNELIUS VANDERBILT, Jr.
FRANK L. WOODWARD
WISNER GILLETTE SCOTT, Chairman

Los Angeles being the south terminus would be a wonderful and enduring advertisement for this town.

Contemplate the extraordinary outing country, the edge of which is cut by this road.

Taking into account all attendant circumstances, this road has no equal in the United States.

There is not one that can even be compared to it.

Lead the way, muster the crowd.

You can count on me to help you all I can.

Very sincerely yours,

W. G. Scott.

C O P Y

BROAD-GAUGING OF LINE LAWS TO KEELER.

January 6, 1927.

Mr. Kirkbride:

With reference to the possible broad-gauging of our line, Laws to Keeler, I wish to bring to your attention the following:

The attitude of the City of Los Angeles toward this territory is very progressive, now that they have most of the property in their Ownership, theycontemplate the settlement of the entire valley. The city now owns in the vicinity of 200,000 acres of land in Owens Valley, a great portion of which is of desert nature, but of this amount there are 30,000 acres of good tillable land, formerly farms that were purchased by the City. This farm land they intend colonizing into small tracts, giving long term leases, and furnishing water for irrigation.

They also contemplate the selling of many thousands of summer home sites and making this district the summer playground of the Los Angeles City dwellers and a world-wide attraction to tourists. They point out the following facts:

That this location is the most scenic part of America, the High Sierras stretching from Little Lake to the vicinity of Walker River beyond Tioga Pass, and comprises a region about 200 miles long and about 50 miles wide; this strip being 2/3 the size of the whole country of Switzerland. In it are 5 small towns with a present population of less than 5,000 people. The roads, with exception of the new State Highway, from Mojave to Bishop, are not much better than desert trails, and the railroad is an impossibility, it being a narrow gauge line that lands you in the chaparrel to scramble for a bus, that you may get to a place where you can look into this remarkable region, the Switzerland of America.

In this same size territory in Switzerland, there are 189 towns with a population in the neighborhood of three million people.

These towns make a specialty of entertaining tourists and enjoy their prosperity largely from this source.

In this same size territory in Switzerland, they have 30 lines of railroad, operated largely for tourist travel, covering altitudes over 11,000 feet above sea level. There are over 2,000 post offices, over 2,000 telegraph offices, and about 4,000 miles of State railroad; 40 trunk lines of commercial highways, maintained in splendid condition.

In Switzerland, there are 115 mountain peaks over 11,000 feet high, in the Owens Valley district there are 145 mountains over 11,000 feet high, of which Mt. Whitney is 14,502 feet, and is the highest mountain peak in continental United States.

Other comparisons are as follows:

Swiss Alps	Owens Valley District.
10 peaks over 14,000 feet	10 peaks over 14,000 feet.
26 " " 13,000 feet	48 peaks over 13,000 feet.
39 " " 12,000 feet	52 peaks over 12,000 feet.
38 " " 11,000 feet	35 peaks over 11,000 feet.

In the Swiss Alps there are but few lakes, while in our own High Sierras, in this Owens Valley District, there are over 2,000 lakes, forests unsurpassed in beauty, mountains and meadows and streams abounding in fish.

It is possible in this district to spend an entire summer in these beautiful mountains and camp on a different lake every night.

The small towns in this valley, have modern hotels of attractive design and render very fine accommodations for tourists.

The City of Los Angeles has an extensive program of road building planned for access to the high mountain valleys and lakes and

expect to be able to attract 50,000 tourists in the very near future.

Fifty thousand tourists will spend for supplies and accommodations at least $10.00 per day. If they stay 10 days it amounts to $5,000,000.00, if 30 days $15,000,000.00, and the railroad will get a goodly share from this amount.

If the wonders of this territory would draw the 12,000 members of the Los Angeles Chamber of Commerce, the 110,000 members of the Automobile Club of Southern California, with the 275,000 consumers, and 4,000 employes taken care of by the Board of Public Service in Los Angeles, and 50,000 additional tourists, the probabilities for future railroad facilities would be rather extensive.

Then, if we expect in the near future, a through line from Hazen to Mojave, the present broad-gauging and relocation of the present narrow gauge line, Laws to Keeler, would just be the first step in this venture and a very careful study should be made, so as to have the location in the best possible place for all future business.

CHARLES E. FISH.
(S i g n e d).

C O P Y

SOUTHERN PACIFIC COMPANY
65 Market Street
San Francisco, California.

W. H. KIRKBRIDE,
Engr. of Maintenance of
Way and Structures.

January 6, 1927.

W. M. JAEKLE,
Asst. Engr. of Maintenance of
Way and Structures.

Mr. William Mulholland,
Chief Engineer & General Manager,
Bureau of Water Works & Supply,
207 S. Broadway,
Los Angeles, California.

Dear Sir:

Mr. Chas. E. Fish, our Assistant Engineer from Salt Lake Division, placed in my hands certain maps and literature pertaining to the development in the Owens Valley, with particular reference to the relocation of our railroad:

I desire to thank you for the interest that you are taking in assisting in furnishing detail information.

It will be helpful to me if you will furnish me three extra prints each, of blue lined print maps entitled "Map of Owens River Water Shed, North and South Views, dated April 1926"; there is also outlined on these maps in red Los Angeles City property ownership. Would also like three extra copies of the literature dealing with the scenic attraction. Also if available, extra copies of the photographs that you furnished Mr. Fish.

Yours truly,

W. H. KIRKBRIDE.
(S i g n e d).

F

C O P Y

SOUTHERN PACIFIC COMPANY
65 Market Street,
San Francisco, California.

W. H. KIRKBRIDE,
Engr. of Maintenanceof
Way and Structures.

January 7, 1927.

W. M. JAEKLE,
Asst. Engr. of Maintenance of
Way and Structures.

Mr. H. A. Van Norman,
Assistant Chief Engineer,
207 South Broadway,
Los Angeles, California.

Dear Sir:

For your information I am enclosing copy of my report to Mr. W. H. Kirkbride our Engineer of Maintenance of Way and Structures, on the subject of broad-gauging and changing the location of our Owens Valley Line.

Please send one copy of photos. #662-639 and 1531.

Very respectfully yours,

CHARLES E. FISH
(S i g n e d).
Assistant Engineer,
Southern Pacific Co.

Southern Pacific Co.,
Room 20, Union Depot,
Ogden,Utah.

January 12, 1927.

Mr. A. G. Arnoll, Secretary,
L. A. Chamber of Commerce,
Los Angeles, California.

Dear Mr. Arnoll:

I am enclosing you a copy of letter concerning broad gaugeing the Southern Pacific Line in the Owens Valley, about which I spoke to you over the phone yesterday.

Kindly return this to complete our files, and I will be glad to furnish you additional information on this subject from time to time.

It is needless for me to comment on the importance of this matter to Los Angeles and the Owens Valley.

Yours very truly,

WPW
RBB

G. W. NAFFZIGER, PRESIDENT MRS. E. H. EDWARDS, VICE-PRESIDENT F. W. LEETE, SEC'Y-TREAS.

Lone Pine Chamber of Commerce

BOARD OF DIRECTORS
G. W. DOW
P W. SMITH
R. W. SEARS

Lone Pine, California 1/13/27 *192*

WHEREAS, the City of Los Angeles through its Department of Water and Power did a large amount of advertising directly beneficial to the towns and places of recreation in Owens Valley during the season of 1926 and:

WHEREAS, this advertising by the Department of Water and Power was directly felt by the towns of Owens Valley and particularly our town of Lone Pine in that these towns enjoyed a very lucrative tourist business during the season of 1926 and:

WHEREAS, the Department of Water and Power of the City of Los Angeles have completed a detailed survey of the proposed road from Carol Creek near Lone Pine up the eastern slope of the Sierra Nevada Mountains to the Cottonwood Lakes Basin and:

WHEREAS, the Department of Water and Power have agreed to expend the sum of $30,000 to be used together with the funds of Inyo County for the building of the proposed road;

BE IT THEREFORE RESOLVED, by the Lone Pine Chamber of Commerce, in a regular session assembled this thirteenth day of January, 1927, that we express our hearty appreciation of the money, efforts, and kindly interest which the Department of Water and Power of the City of Los Angeles have expended and shown towards the development of the towns of Owens Valley, and particularly Lone Pine, and that a copy of this resolution be sent to the Department of Water and Power of the City of Los Angeles.

LONE PINE CHAMBER OF COMMERCE

I hereby certify that the above is a direct copy of a resolution duly passed at the regular meeting of the Lone Pine Chamber of Commerce held January 13, 1927.

F W Leete
Secretary

ATTEST: G W Naffziger
President

January 17, 1927.

Mr. M. V. Hartranft,
Tejunga,
California.

Dear friend Hartranft:

Enclosed find confidential copies of communication concerning the broad gauging of the railroad in the Owens Valley, also copy of "Straight Ahead for the Owens Valley" which you are very familiar with.

I think we have a very good fighting chance to put this matter over.

Yours very truly,

File Owens Valley

January 17, 1927.

Harry Chandler, Esq.,
C/o Times Mirror Company,
Los Angeles, California.

Dear Mr. Chandler:

Enclosed find copies of communications to Arthur G. Arnoll, also development plan submitted to the Los Angeles Chamber of Commerce November 6, 1924.

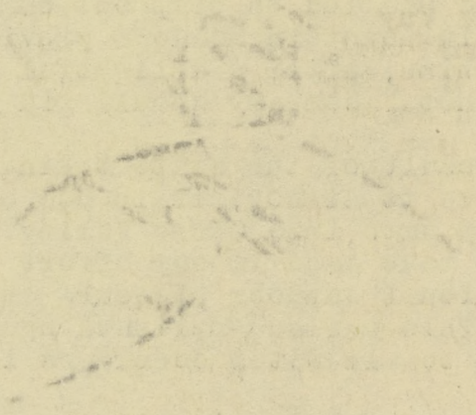
I own 40 acres at Acton, idealy situated for an aeroplane landing. I have agreed with the Western Aero League, to deed this to the county as one of a chain of landings into the High Sierras, gratis. When an aeroplane line is established the tourist will be enabled to step out of his hotel here and land in mountain meadows provided with comfortable cabins, after a delightful two hours flight. Some hotel company should aid in this.

As a result of the state taking over the road from Mojave to Bishop, it is now a comfortable days journey by auto into Owens Valley. Last year we estimate we made good in our effort to put fifty thousand additional outdoor pleasure seekers in Owens Valley. This was accomplished by means of circulars sent to all water consumers in Los Angeles.

A comfortable night's ride by Pullman into Owens Valley would aid in making Los Angeles the greatest recreational summer and winter playground. We are building a reservoir in Owens Valley that will compel tearing up five or six miles of narrow gauge railroad. The railroad should be broadgauged and thrown nearer to the towns on the west side of the valley. The Water Department owns much of the land needed for a right of way.

Now is the opportune time to increase the comfort and shorten railroad travel time into Owens Valley. Would appreciate any suggestions that would aid in this matter.

Very truly yours,



January 17, 1927.

Mr. Arthur G. Arnoll,
Secretary and General Manager,
Los Angeles Chamber of Commerce,
Los Angeles, California.

Dear Mr. Arnoll:

Enclosed find additional copies of communications concerning the broad gauging of the Southern Pacific line through the Owens Valley.

This matter is now being given some very serious thought, and on account of the reservoir which we are building in the valley and the right of way which could be furnished through our department, there is a very good possibility of bringing this High Sierra country within a comfortable nights journey by standard Pullman from Los Angeles. This would be a tremendous step toward adding to Los Angeles' attractions as a great outdoor summer and winter playground.

I am enclosing also, copies of an address when I first brought this matter before your board. If you should need additional copies for any purpose, we would be glad to furnish same.

Yours very truly,

The following letter from a Los Angeles taxpayer and representative business man comes pretty nearly setting forth the position this Board is in. Before going into the details we submit this angle of the situation.

April 22d, 1927.

To the Board of Water & Power
Commissioners of the City of
Los Angeles:

Gentlemen:

A four hundred and thirty-five percent (435%) increase in the automobile registrations of the Owens Valley between 1921 and 1925 proves false the claim that the operations of the Los Angeles water system has been harmful to that region.

The Owens Valley is more prosperous than any agricultural section of California, bar none!

The Owens Valley was based economically upon the cattle industry.

Every cattle raising region in Americanhas gone broke in the last five years, and most all of their banks with them.

By every line of reasoning the Owens Valley and its banks would have been in the same condition, because there is no exception to the complete collapse of all cattle regions.

I have been a fisherman tourist to Owens Valley for fifteen years.

The whole region is rolling in prosperity. Failure dead ahead has been transformed to prosperity for those people. Most of them realize it.

Fifty thousand vacation tourists visited the Owens Valley last summer, and this throng will be multiplied and multiplied.

New hotels, new picture house, new garages are in evidence everywhere.

I was one who vehemently urged you to accede to the demands of the Owens Valley committee that you buy twelve million dollars of their farming lands.

Your Board paid four times the assessed value of the lands. That is four times what their local assessors rated it. There is no other cattle country in America that has been able to get fifty cents on the dollar for the past five years.

I know of many families who have moved permanently to Owens Valley from Southern California recently. I know of many who are now excited at the low rates at which your Board is renting the land.

I know of the splendid business activities in the towns, and the awakening for vacation resort investment now on.

Because I was one who strongly urged the fairness of buying the lands as demanded by the Owens Valley committee, I now write to say to you that I strongly resent the attack that has been made upon the people of this city in the Legislature.

It does not represent the people of Owens Valley, but only a small circle of commercial interests.

The following letter from a Los Angeles taxpayer and representative business man voices pretty nearly nothing forth the position this Board is in. Before going into the details we submit this angle of the situation.

April 23d, 1927.

To the Board of Water & Power
Commissioners of the City of
Los Angeles:

Gentlemen:

A four hundred and thirty-five percent (435%) increase in the automobile registrations of the Owens Valley between 1921 and 1925 proves fully the claim that the operations of the Los Angeles water system has been harmful to that region.

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It does not represent the people of Owens Valley, but only a small circle of commercial interests.

Evidently they think the twelve million dollars which Los Angeles turned loose for their half worthless land was pretty easy pickings.

I know it is easy for your Board to say yes, and let go of the peoples money. Our water costs now all that it should and a little more, because of this magnanimous prosperity salvation you already gave to the crippled cattle raising region in Owens Valley.

I feel a reaction in their unjustified demands.

Owens Valley with its three thousand tributary lakes is to become, yes, is now becoming, one of the rich tourist districts of the world. Beef cattle that sold for five cents on the hoof is retailed at thirty-five cents today, because a vacation demand of a million and a half people of Los Angeles is behind it.

To meet the politically rigged demand at Sacramento of untold millions upon our water bills, in the face of the facts that exist would be an economic crime against Los Angeles taxpayers and water users.

Let us know who are the commercial interests in those towns who are working this political hold-up; and let us know the names of those business houses who acknowledge the flood of prosperity that is being turned loose in Owens Valley; and the small clique of commercial interests will know that they have started a boomerang that will react upon them for years.

You voted the $12,000,000 to them.

I see now it will never stop until it is stopped by us as taxpayers and water users. Stand pat. Facts are louder than words.

Evidently they think the twelve million dollars which Los Angeles turned loose for their half worthless land was pretty easy pickings.

I know it is easy for your Board to say yes, and let go of the people's money. Our water costs now all that it should and a little more, because of this monumentous prosperity salvation you already have to the crippled cattle raising region in Owens Valley.

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Let us know who are the commercial interests in those towns who are working this political hold-up; and let us know the names of those business bosses who acknowledge the flood of prosperity that is being turned loose in Owens Valley; and the small clique of commercial interests will know that they have started a boomerang that will react upon them for years.

You voted the $12,000,000 to them.

I see now it will never stop until it is stopped by us as taxpayers and water users. Stand pat. Facts are louder than words.

The following copy of a telegram sent to Hon. George E. Cryer, Mayor of Los Angeles, is self explanatory.

Form 1211A

CLASS OF SERVICE DESIRED	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

NO.	CASH OR CHG
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

COPY

Bishop, Calif., May 13, 1927.

Mr. William P. Whitsett,

Los Angeles, Calif.

Briefly the situation in Owens Valley is this: Four times have we asked that the troubles between property owners here and Los Angeles be left to arbitration. Four times has this offer been rejected by the Water Board. The late W. F. McClure State engineer made a lenghty report to the governor of California, strongly urging some fair settlement. Los Angeles Chamber of Commerce sent an official committee to Owens Valley to investigate and make recommendations. This report was never recognized, acted upon or published. Your clearing house association's promise to use their good offices looking toward an impartial settlement was never fulfilled. Last month a committee of eight leading Assemblymen representing all parts of the State from Ontario to Shasta County made personal investigations and reported to the State Assembly which passed resolutions calling upon Los Angeles to settle this most aggravated condition in some fair way. A report severely denouncing the Water Board's policy in Owens Valley and carrying recommendations that settlement be made, was made a part of the records of the State. Numerous state papers have sent special representatives into Owens Valley for private investigations. All of whom are loud in their criticisms of Los Angeles policy of "ruthless destruction".

At the Assembly hearing were present H. A. Van Norman, W. B. Mathews, counsel for the Water Board, E. F. Leahy, Owens Valley representative, and Chas. Lee

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1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

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B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

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Form 1211A

CLASS OF SERVICE DESIRED
TELEGRAM
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

NO. CASH OR CHG
CHECK
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

engineer. These men either separately or collectively admitted: That the Water Board had entered Inyo County politics, boasted of their influence in the election of the present sheriff; had in their employ at fifty dollars per day the present assessor, and chairman of the board of supervisors, which they would lead the public to believe could be unbiased and fair appraisors of farm lands which the city wished to purchase; that they had in their employ numerous deputy sheriffs, and even members of the judiciary of our County.

The only reply that has come from the resolutions and report made by legislators has been an attitude of reprisals, the filling of our community with spies, some of whom are professional detectives whose residence is Los Angeles, but are now deputy sheriffs of Inyo County. Numerous others are boasting on our streets of gun carrying privileges in the interests of Los Angeles agents in humiliating further the property owners of our valley in a policy of coersion. Many property owners are constantly shadowed by these imported gum shoe men. Eves droppers around homes are common.

This policy, which is unheard of in the United States, indulged in by the representatives of your city can have but one result namely to inflame real American citizens to violence, which seems to be the wish of those who are intrusted with this important business. Should the few remaining property owners here be forced to the breaking point, we shudder at the possible results.

While in one breath your commissioners admit what amounts to bribery, and the demoralizing of our political and community life, admit the purchase and

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NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

NO.	CASH OR CHG
CHECK	
TIME FILED	

--3--

Send the following message, subject to the terms on back hereof, which are hereby agreed to

ultimate destruction of practically eighty percent of the productive area of our valley; in the next they would lead you to believe that Owens Valley towns as a result are enjoying unheard of prosperity. Carefully compiled data which we are ready, able and willing to prove, and which has been submitted to these commissioners, brands this sort of propaganda as entirely false.

This telegram is being sent to leading organizations of your city. We desire a reply stating whether you endorse and condole your Water and Power Board in their actions with us; or whether you will take definite action to have this matter thoroughly investigated and settled on a basis of fair play and right.

Owens Valley Property Owners Protective Association,

B. M. LEETE, Pres.

Frank Spaulding, Sec.

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The Mission Play

BY JOHN STEVEN McGROARTY

San Gabriel, California, June 26, 1928

Mr. W. P. Whitsett
6410 Van Nuys Blvd.
Van Nuys, California

Dear Paul:

I enclose you herewith carbon copy of the High Sierras story.

You will remember that I had thought to make a series of six articles, but in looking into the ideas that The Times has concerning a matter of this nature, I find that it is better to put the whole story into one article and have it published in the Sunday issue. By handing in the copy within the next few days the story should appear not later than a week from next Sunday.

Please have Mr. Kinsey assemble a dozen or so of his best photographs. And please have him telephone to me when he has them ready so that I may pick them up and deliver them to The Times with my story.

And I am asking you to please be so kind yourself as to check over my manuscript to eliminate any possible errors of statement.

I trust that the story will please you and that if published it will help the folks up in Owens Valley. Let me hear from you as soon as possible.

Faithfully yours,

John.

JSM-K

Love to Sarah, Catharine & the boys.

J.

BY JOHN STEVEN McGROARTY.

In two ways at least Los Angeles is one of the most fortunate of the great cities of the world. I was impressed profoundly with this fact when recently I spent sometime in our adjacent High Sierras.

These two ways in which Los Angeles is so fortunate are, first, that it has in its possession the most magnificent playground to be found anywhere in the world. And the second way in which it is fortunate is that it is in possession of a bountiful water supply that will be sufficient for its needs until it has added approximately another million to its population.

Perhaps a great city can manage to get along without a playground, although I don't see how. The people of a largely and thickly populated community must have a place where they can every so often find relaxation from the stifling life that goes inevitably with stone streets and skyscrapers. They must have a place by means of which they can "come up for air," as the saying is--a place that will give them elbow room and room to take a fling at play. Indeed, to be frank about it, they must have somewhere to go when they can get away from an over-developed and super-complex civilization. It is a

safety valve, deprived of which the people come to be without a vision, and so perish; they collapse because they have divorced themselves from nature.

And, of course, human beings cannot even live without water. I think that the trouble with Babylon, after all is said--Babylon, the greatest city that ever existed--was that its water supply failed.

Los Angeles is a good deal even now like Babylon once was, and it is sure to be more like it as time goes on. Which is to say that it is likely to be as big as Babylon was, as rich and as luxuriant. It is builded on a desert as Babylon was. And water is the very blood of its life.

I think I never saw so much water as I saw in the High Sierras--water that comes out of the myriad lakes and leaping mountain streams into the great aqueduct and the faucets of Los Angeles. Water that Los Angeles owns. Good, clean, pure water, and plenty of it.

Now, when one says "plenty of it", he is saying something of a mouthful. I was amazed to learn that for every human being breathing the breath of life in Los Angeles at the present time 125 gallons of water is needed every day. When this statement was made to me I laughed at it, it seemed so ridiculous. I said that I was sure that 125 gallons of water would suffice me for probably a year. And that I could hunt up people that would hardly use that much in a lifetime. But, the engineers have the figures at hand to substantiate what they said. It is a fact that this tremendous amount of water must be provided for every day for each living person within the corporate boundaries of the City. Of course, it takes into account the water

that is used in industrial operations, truck gardens, lawns, baths, swimming pools, sewage and all that. Anyway, it is a fact.

As I prowled around through the High Sierras with the engineers I insisted that they talk to me not in technical phrases and terms but with a language that any layman can understand. That's how I arrived at the information that 125 gallons is required each day for each human being in Los Angeles.

I kept the engineers busy with their paper pads and lead pencils figuring everything down to the laymen's understanding. And the result was that I got a lot of amazing information.

For instance, I stood on a bridge that spans Rock Creek a mile or so above the point where it empties into the Owens River. It is a glorious stream, rushing, foaming and boisterous. It leaps down from the snows of the great mountain peaks, foaming and swift in its tumultous course over its bed of boulders. It was good to feel the cold sting of its white spray in one's face in the heat of a summer day.

Now, I said to the engineers, will you figure out for me how many people a day will this one stream supply with all their water needs in the City of Los Angeles 250 miles from this little bridge upon which we are standing? And so they got busy with their pencils and figured it out for me. Rock Creek meets the needs of 150,000 individuals. That's how it figures out.

But, I said, in order to take care of everybody in Los Angeles you would have to have ten creeks like Rock Creek. And that was when as in answer to the challenge, I was taken on a tour of the great,

tumbling, joyous mountain streams and the almost countless lakes of the High Sierras. And that was when I saw what seemed to me to be sufficient water to care for the needs of ten times ten great cities. And it was then, also, that I realized what a priceless possession as an incomparable playground for the people of Los Angeles is this great uplifted mountain area stretching for a distance of two hundred miles against the dome of the sky.

But I couldn't get myself to stop asking the engineers questions about the water. Every time we passed a stream or came to a lake I plied them with queries that they could only answer by figuring it out of technicalities into every day speech.

The second big "bump" I got after the 125 gallons a day for each human being had been mentally digested, was the statement that a ton of this mountain water is delivered to every consumer in the City of Los Angeles for less than 5¢. Next to water being free, I would say that 5¢ a ton is cheap enough and is a price at which not even a stingy man could grumble.

The engineers said that the rate to water users in Los Angeles is 13¢ per 100 cubic feet, a cubic foot of water being equivalent to seven and one half gallons. I have found since, upon investigation, that this is a much cheaper rate than is paid by the inhabitants of 130 great American cities, including cities like Chicago which secure their water supply without having to go 250 miles for it as Los Angeles does. For instance, the rate in our sister city of San Diego is 20¢, soon to be raised to 25¢. In the cities on the East side of the Bay of San

Francisco the rate is 23¢. San Francisco's rate is 28.8¢.

And in all these cities the people not only have to pay the water rent but they must pay the interest, and ultimately the principal, on a huge bonded water indebtedness; while in Los Angeles the rate charged to the inhabitants takes care not only of the business of supply to the people but it also takes care of the payment of interest on the bonds and provides for the payment of the bonds themselves when due.

Pestering the engineers still further for plain layman's figures, I found that the cost of water per capita in the City of Los Angeles is only 50¢ per month. Which is to say that while some people pay quite a little money for the water they use, and other people pay maybe nothing, the average is 50¢ a month for each human being in the City.

The total investment made by the City of Los Angeles for its water, power and light needs is, I am told, about 160 million dollars. It sounds like a huge sum, but it is really nothing for anybody to worry about since it will all be paid off out of the 50¢ a month that is the average charge against each member of the population.

So, you see, when you get the engineers to quit talking in logarithims and get them down to plain every day speech, what they say becomes very eloquent.

Somebody must have had a great vision to have brought this all about. And it is a vision that must have been handed down to this very day, because the wonder of the thing continues. A water system that as a by-product furnishes power and light and that has an

operating organization numbering five thousand souls, that is supplying a great city with water at a less cost than almost any other city of the country, and that is paying off the cost of its creation by making a per capita charge of 50¢ a month, constitutes to my mind a magnificent achievement of which the people of any city might well be proud.

But it was not to work with engineers over statistics that I journeyed to the High Sierras. It was instead to find rest for a tired mind and a tired body. And to go upon the quest of beauty. "To climb the mountains and get their inspiration" as John Muir advised. And all that I went forth to seek I found.

I said to myself as I started out, I am faring forth to spend my day of play among the lakes of Los Angeles.

I can imagine how the people of the outlands would laugh and jeer were they to hear me saying this--"the lakes of Los Angeles." A city builded on a desert and boasting of lakes!

And yet it is all true. In the High Sierras where I was there are more than 2000 wonderfully beautiful lakes, and they belong to Los Angeles. You can strike out in an automobile from the new City Hall after a fairly early breakfast in the morning, travel over as good a road as ever wheels ran on, and by candle light be at these lakes. If you were to go by airplane--and that's the way most everybody will be going in the next year or two--you can reach these lakes from Los Angeles in a matter of two hours or so after taking off.

Then why not the lakes of Los Angeles?

And in all the world surely there are not lakes more beautiful.

Every here and there you find them all the way between Little Lake, soon after you emerge from Red Rock Canyon, to the mystical lake of Mono. Lakes that mirror the snowy mountain peaks and are vibrant with leaping trout. Lakes that are deep and clear as crystal to their pebbled depths. Bright-watered, beloved of boats and canoes under warm summer suns. Lakes that in winter are solid expanses of ice. All around them mountain peaks in greater numbers than the Alps can boast; in between the peaks and the lakes vast meadows where there are warm pools. A wondrous playground uplifted against the stars, enfolded in unspeakable beauty. Health-giving to mind and body. A high world where the human soul soars upon bright wings with new visions and new found inspirations.

Now that summer is here, the whole population of Los Angeles should take turns to visit this marvelous playground which stands really at its own doors. The people should visit their own mountain peaks and their own cloud-mirroring lakes. A playground that belongs to the people. Every summer the children of the schools should be taken there by their teachers that their young hearts and their young souls might get closer to nature and closer to God. At night around camp fires in these great uplifted hills the children should sit listening to the geologists and the botanists unfolding to the young mind the story of the goodly earth and the wonder of God's works. And in winter time they should go up there to revel in the snows and to come back with blood thickened and redder in their veins.

There was a time when only the adventurer might hope to visit this vast wonderland of the High Sierras. Now it is accessable to everybody.

It is astounding what has been done in the way of making roadways alone into these primeval fastnesses.

Nearly all of the 2000 lakes of these High Sierras can be reached by automobile. Though it was early in the year when I was lately there, I found many campers on the shores of the lakes and upon the mountain streams. And this summer it will be a common sight, I hope, to find some man with his family pitching a happy camp there that he had reached on the four wheels of the most ordinary of motor cars. There is nothing to stop such a man from going or to bar him out from the joy that he will find awaiting him.

As an illustration of what has been done in the way of making roads, I journeyed from the town of Independence over a road that is now in the making and which will make accessable from the Owens Valley the marvelous Kearsarge meadow and lake region. The road will probably be finished during the present summer. It is now almost at the summit of the mountains from which you can look down to the little cities of the valley lying 8000 feet below you.

There is another road being projected across the Piute Pass by which the people from Fresno and the towns of the San Joaquin Valley can reach the High Sierras with ease. Roads everywhere you turn. Wherefore, there is not even a semblance of hardship in the effort to reach the lakes of Los Angeles and our Californian Alps. It was once a feat open only to the hardy adventurer. Now even an invalid can go.

That this High Sierra country lying yonder as you might say at the back door of Los Angeles is the most interesting, beautiful and inspiring region on the face of the whole earth is a matter hardly open

for argument let alone disyute. Foolish indeed are they who cross continents and oceans to see less. Thoughtless is the American who journeys across the world to behold that which cannot compare with this which he has at home.

There can be no doubt that in the years to come this mighty sweep of the High Sierras will be vibrant through long sunny days and white wintry nights with the voices of countless thousands at play. And there will be room for them all.

But you and I, who are having now our little day and have no guarantee of our lease on life, why, we should not delay or procrastinate. We should pack up today and spend the vacation that is here at hand among the great mountain peaks and upon the green shores of our own bright lakes.

B. W. HOLEMAN
Pres.
R. J. McFARLANE
Vice-Pres.
E. A. PORTER
Vice-Pres.
A. W. HESS
Sec'y.
G. W. DOW
Treas.

HIGH SIERRA RECREATION ASSN.

(A Non-Profit Association)

ORGANIZED TO PROMOTE TRAVEL TO THE HIGH SIERRA

Head Office
Bishop, Cal.

Los Angeles Office
402 Security Title Ins. Bldg.
TUcker 6543

Los Angeles Office,
June 25, 1929.

Mr. W. P. Whitsett,
Commissioner L. A. Water & Power Board,
Los Angeles, California.

Dear Mr. Whitsett:

Enclosed you will find copy of letter which was mailed to the list of names attached hereto. The replies seem to be satisfactory. Up to the present time of writing we have secured some thirty outstanding men who are willing to serve on the Honorary Committee of the High Sierra Recreation Association.

We would, of course, appreciate very much your consenting to act on this Committee and we would be glad to have your permission to place your name on the list.

If the High Sierra Recreation Association is built up solidly this year, the next year should produce an organization capable of performing many valuable services for and on behalf of the High Sierra country.

Appreciating your past courtesies in the matter,
I remain

Yours very truly,

Leslie Cranbourne

Leslie Cranbourne,
Los Angeles Representative, High
Sierra Recreation Association.

LC*BW
Enc-2

YOUR WATER RATES

Because of a provision in the new City Charter, which has placed a large additional financial obligation upon the Municipal Water Bureau, it has been necessary to ask for an increase in water rates.

Since the City took over the ownership and operation of its water system in 1902, the citizens of this City always have enjoyed the benefit of extremely low water rates, as compared with other Western cities.

With the new rates in effect, Los Angeles people will continue to enjoy one of the lowest water rate schedules in the United States.

In 183 of the largest and most representative American cities **the average domestic water rate is 18 cents per 100 cubic feet,** as shown in a survey made by the American Water Works Association. **Compared to this average 18 cent rate, the old rate in Los Angeles was 10 cents, while the new rate is 13 cents, or 5 cents less than the average.**

One hundred cubic feet of water is equal to 750 gallons. This means that, under the new rates, Los Angeles water consumers can buy 750 gallons of water for 13 cents.

A New Financial Burden

Under the old City Charter, a portion of the annual interest and principal payments on outstanding water bonds was collected through a general tax levy, the remainder being paid from water revenues. This was done because the framers of the old Charter believed that all real property, whether or not consuming water, was benefited in increased value because of the water supply made available by the City's water system.

Under the new City Charter, adopted by the people and made effective July 1, 1925, the Water Bureau is required to pay from its revenues all interest and principal charges on outstanding water bonds. **Thus, the taxpayers hereafter are relieved of these payments altogether.**

The additional burden thus placed upon the Water Bureau and its water rate payers amounts to approximately $1,500,000 annually, and the new rates have been fixed to enable the Bureau to meet this additional obligation, hereafter.

The rate increase will render no direct benefit whatever to the Water Bureau. Money returned through the increase will be turned over in monthly installments to the City Treasurer to meet this additional bond charge. If this charge was not paid from Water Bureau revenues, of necessity, it would be collected from the taxpayers. Thus the new City Charter, in placing this additional obligation upon the water rate payers, has relieved the taxpayers of a corresponding obligation.

In addition to the financial obligation imposed upon the Water Bureau by the new City Charter, there are other conditions, which, this year, have added to the Bureau's expenses without providing any compensating return in the way of larger earnings.

Two Separate Systems

It seems desirable at this time to make clear the distinction between the Municipal Water Bureau and the Municipal Power Bureau. The official names of these Bureaus are,—the Bureau of Water Works and Supply, and,—the Bureau of Power and Light. Both are included in the Department of Water and Power. Each Bureau is operated separately, and independently of the other.

The Power Bureau generates its hydro-electric energy in power plants situated along the Owens River Aqueduct. This aqueduct was constructed primarily as a water supply source, and as such is operated entirely by the Water Bureau. The Power Bureau and its officials have no control whatever over the regulation of water passing through the aqueduct; the power plants simply take advantage of the water as it is sent down by the Water Bureau, in the manner best suited to the needs of water consumers.

All portions of the aqueduct utilized by the Power Bureau in connection with the development of electricity have been paid for by the Power Bureau in proportion to their use for power purposes. All penstocks, surge chambers and other structures on the aqueduct necessary for the generation of electricity have been paid for entirely by the Power Bureau.

The Power Bureau has also financed the establishment of additional water storage capacity along the aqueduct. This storage is beneficial to the Water Bureau as well as the Power Bureau.

All interest and annual principal charges on outstanding Power Bonds are paid entirely out of Power Bureau revenues.

Keeping Pace

As a part of its work of providing an adequate and reliable supply of pure water, at all times, to meet the rapidly increasing needs of the people of Los Angeles,

THE WATER BUREAU THIS YEAR—

—is completing the construction of a dam 200 feet high across San Franciscquito canyon along the line of the aqueduct, 50 miles from Los Angeles. This dam is now more than three-fourths completed and will create a reservoir capable of holding in storage 38,000 acre feet or more than twelve billion gallons of water.

—is completing the building of a huge filtration system extending one and one-half miles under the bed of the Los Angeles River. All water passing through this system will be perfectly filtered before being distributed to the water consumers.

—has built and put into service a 24 inch distributing trunk line along Mesa Drive, from Washington street to Slauson avenue, thus greatly improving service in the entire Southwest section of the city.

—has built and put into service a second 24 inch distributing trunk line leading out of the Hollywood Reservoir, along Sunset boulevard to Micheltorena street, thus greatly improving service in the Northwest section of the city.

—has built and put into service a third 24-inch distributing trunk line for a distance of more than 2 miles along North Broadway, thus greatly improving service in the Northeast and East sections of the city.

—has established large new pumping plants and water storage facilities to assure high pressure service at all times in the North and Northeast sections of the city.

—has brought in a number of wells and provided pumping facilities to extend first class service to meet the increasing water needs of the entire Harbor District.

Issued by the DEPARTMENT OF WATER and POWER, CITY of LOS ANGELES

M_E_M_O_R_A_N_D_U_M

W. P. Whitsett

December 21, 1932

A city is no better than its water supply. Los Angeles in the 27 months preceding last winter, pumped continuously from the wells in the Owens Valley with an intermission of only 11 days. The 11-day interruption was caused while a court injunction was pending.

If last winter had been sub-normal, or if little snow had fallen in the High Sierras, the City would have been all through the past summer and at present, pumping 80% of its water supply. At the same time, in order to meet demands, it would have been necessary to have instituted drastic curtailments throughout the City. It would have been a city without lawns and flowers during the Olympiad and it would have been a great humiliation of the City in the eyes of the world and the thousands of visitors from this country and abroad who were here at that time.

The best engineering skill and practice has been at work conserving and storing the snows of last winter as they melted and flowed into the valley. The streams were diverted and the water spread out over the valley floor where they would percolate into gravels and where they could be later recovered by pumping. In spite of the excellent conservation work that was done, the water levels in the valley have only partially recovered. In the case of Fish Springs which at one time flowed 30 cubic feet of water per second and which last winter was standing 52 feet

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Speed KOVERLOX Fastener

—THE FASTEST OF 'EM ALL TO USE—

See How E-A-S-Y it is to close!

1. Insert hole of fastener cover in right prong so that prong is on the inside, and Koverlox lettering is on top.

2. Press down towards the left. Bend left prong OVER cover to create a slight curve.

3. Then slip lock under prong to close file fastener.

4. To unlock, push back the raised edge marked "unlock" with ball of thumb.

The Speed KOVERLOX is the *ONLY* file fastener that really "binds by compression"...it squeezes the sheets together by drawing the prongs tighter.

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SPEEDWAY LONG LIFE COVER

FOR KOVERLOX FASTENER

MADE BY
SPEED PRODUCTS COMPANY INC.
LONG ISLAND CITY 1, N Y U. S. A.

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